

**INTERGOVERNMENTAL AGREEMENT BETWEEN TRIMET AND CITY OF PORTLAND FOR
DIVISION TRANSIT PROJECT DESIGN AND CONSTRUCTION SERVICES**

TriMet Contract Number _____
City of Portland Contract Number _____

THIS DIVISION TRANSIT PROJECT DESIGN AND CONSTRUCTION SERVICES AGREEMENT ("Agreement") is between the TRI-COUNTY METROPOLITAN TRANSPORTATION DISTRICT OF OREGON ("TriMet") and the CITY OF PORTLAND ("City");" (collectively hereinafter referred to as "the Parties"), effective this day of _____ day _____ ("Effective Date").

RECITALS

1. TriMet is created and operated under ORS Chapter 267 and owns and operates the public mass transit system serving the tri-county area of Multnomah, Washington, and Clackamas counties. The City is a municipal corporation organized under the laws of the State of Oregon.
2. Pursuant to ORS Chapter 190, the Parties have the authority to enter into this Agreement.
3. Metro began planning for the Powell-Division Corridor in 2014 by convening a project Steering Committee and holding a series of public open houses and meetings.
4. On October 2, 2015, the Federal Transit Administration ("FTA") approved the Powell-Division Corridor Project for entry into Small Starts Project Development.
5. The committee of key stakeholders and community members approved the Powell-Division Corridor Project plan, formally known as the "Locally-Preferred Alternative," in November 2016.
6. On December 7, 2016, the Portland City Council approved Resolution No. 37254 adopting the Locally Preferred Alternative for the Powell Division Corridor Project and conditions of approval.
7. This Locally Preferred Alternative was unanimously approved by the City of Gresham, Metro Council, the Multnomah County Commission and the TriMet Board of Directors.
8. Powell-Division Corridor Project leadership was transferred from Metro to TriMet on December 20, 2016. The name of the Project was subsequently changed to the Division Transit Project ("Project") to reflect the preferred alignment.
9. On March 22, 2017, the FTA approved the Project for project justification warrants, limiting the project budget to less than \$175 million.
10. On August 15, 2018, the Portland City Council approved Ordinance No. 189116 authorizing execution of a financing agreement with TriMet to provide a portion of the total local match funding as required by the

FTA.

11. The Project is currently defined as a 15-mile project to improve transit service in the Division Street corridor, consisting of Bus Rapid Transit (BRT) and up to forty enhanced BRT stations between Union Station in downtown Portland and Gresham. Approximately 11.2 miles of that alignment are within the City of Portland limits.
12. Final design is expected to be complete in 2019. The Project schedule is attached as Exhibit A. The starting point for the final design work is the Final 30% Refined design drawings and the City of Portland Resolution No. 37254 adopting the Locally Preferred Alternative, along with resolution's Exhibits. The starting point for the Construction phase is the 100% plans.
13. TriMet cannot construct or implement the Project without the use of City right-of-way or property. The City is willing to allow TriMet use of City right-of-way and property for the Project without being compensated for such use because the Project provides benefits to the public in the form of enhanced transit service.
14. The City of Portland and TriMet are committed to Vision Zero improvements in this corridor. The City has undertaken the Outer Division Multi-Modal Safety Project ("ODMMSP") and will be installing pedestrian and bicycle safety improvements including buffered bicycle lanes, raised center median, more streetlights and lower speed limits. TriMet and the City of Portland will work coordinate these improvements with the vision zero improvements included in the Project.
15. The City of Portland and ODOT are coordinating on All Roads Transportation Safety (ARTS) and Highway Safety Improvement Program (HSIP) projects in the Project corridor. Located at 112th/Division Street, the ARTS project will rebuild the traffic signals at the intersection. An additional ARTS project will install intersection illumination on Division St. at 158th to 167th. At 125th/Division, the HSIP project will install a new traffic signal at the existing uncontrolled intersection. TriMet and the City of Portland will work to coordinate these projects with the Project.
16. City staff are also coordinating East Portland Access to Transit (EPAT) improvement projects in the Project corridor. Rapid Rectangular Flashing Beacon (RRFB) pedestrian crossing improvement projects are planned for 132nd/Division and 139th/Division. TriMet and the City of Portland will work to coordinate these improvement projects with the Project.
17. City of Portland staff time expended on the Project for Preliminary Engineering up to completion of 30% design drawings has been provided via in-kind match.
18. This agreement is for final design, construction, including testing and start-up, and close-out.
19. The City has a duty to the general public to provide safe and convenient streets and to protect itself from unreasonable financial burdens imposed by TriMet's use of the streets.
20. The Project is, or will be, subject to budgetary limitations imposed by the FTA and Finance Agreements, and all terms and conditions of the FTA Small Starts Grant Agreement ("SSGA") will apply to this Agreement.
21. The Parties have identified the following objectives with respect to the Project:

- (a) Build the Project within budget and on-schedule;
 - (b) Demonstrate that bus rapid transit can be constructed in a cost-effective manner; and
 - (c) Effectively coordinate separately funded yet related transportation improvement projects in the Project corridor, and
 - (d) Develop the best-qualified City-TriMet team for management of the Project.
22. The Parties desire to enter into this Agreement to document each Party's understandings and agreements relating to services provided during the design, construction, testing and start-up, and close-out phases of the Project. The Parties understand that this Agreement will provide a starting point for future modifications or amendments to this Agreement that better define each Parties services related to final design, construction and start-up, and close out phases of the Project once more details are known.
23. Upon completion of Project construction, the Parties plan to enter into a Project maintenance agreement that will detail each Party's obligations with respect to maintenance of the facilities.

NOW, THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties as follows:

AGREEMENT

ARTICLE I – TERM

The term of this Agreement will be effective from July 1, 2018, through March 30, 2023, unless terminated or extended under the provisions of this Agreement.

ARTICLE II -TRIMET OBLIGATIONS

- A. **Responsibility for the Project.** Except as otherwise provided herein, TriMet shall design, construct, operate, and pay all costs for the Project, in accordance with the Project's funding arrangements. In the execution of the design and construction, except as otherwise provided herein, TriMet shall provide for the public's health, safety, and welfare by providing the proper construction, reconstruction, and modifications to those existing public facilities in the City's public right-of-way that are affected by the Project.
- B. **Construction Standards for the Project.** TriMet shall use the 2010 City of Portland Standard Construction Specifications and standard drawings, except as amended and approved by the City Engineer, for all portions of the Project that will ultimately be owned and/or maintained by the City.
- C. **City Requests and Payment for Additional Work.** TriMet shall design and construct, at the City's expense, any Betterment (as that term is defined in Article IV, Section O below) identified and requested by the City, and agreed to by TriMet, that enhances the basic Project or public improvements in the vicinity of the Project alignment.
- D. **Development of Preliminary Engineering Documents.** TriMet has submitted to the City copies of the PE design documents for review at the 30% stages and the City provided comments for resolution, including comments from involved city bureaus in accordance with the Project Milestones and Schedule shown in Exhibit A. TriMet provided a response to the City identifying how these comments and issues will be approached during the final design of the Project. TriMet did not submit signed or sealed drawings for review

purposes. TriMet will submit signed and sealed drawings only when all design review is complete.

- E. **Development of Final Plans and Specifications.** TriMet shall work in close cooperation with the City during preparation of final engineered plans and will submit plans and specifications (hereinafter "Plans") for official City review at the deliverable stages established by the Project, currently anticipated to be the Final 30% Refined 60%, 90%, and 100%/issued for construction plans.

The 60% stage is the first draft of final design drawings and specifications. Other City Bureau and Commission review, to the extent required by City Code and not previously satisfied, shall be undertaken based on the 60% stage submission. This stage will include the identification and specification of all major construction work.

The City and TriMet shall cooperate and exercise good faith efforts to provide documents, review, and comment, and resolve comments on plans and specifications so that the Project schedule milestones identified in Exhibit A are met. The Parties agree that should the Project schedule be revised in the future, they shall make best efforts to comply with the updated schedule milestones. The Parties agree that coordination is required with other planned projects in the project area (including but not limited to, Outer Division Multi-Modal Safety Project (ODMMSP), East Portland Access to Transit (EPAT), Fixing our Streets, HSIP, ODOT ARTS) and should those project schedules be revised in the future, they shall make best efforts to ensure design and construction coordination.

The Parties understand that City review times shall not commence until all elements appropriately included at each stage are incorporated into the submission at a level of detail that allows effective and efficient review by the City. The elements to be included at each stage of plan submittal in order for the City to enter review are as shown in Exhibit B. The City shall use its best efforts to minimize the review times, however it is anticipated that a three-week City review period will be needed at the Final 30% Refined, 60% and 90% stages.

The review at the 100% stage is intended only to verify that the revisions identified at the 90% stage have been completed. The 100% review shall be accomplished within 15 working days, unless otherwise agreed between City and TriMet. It is agreed between Parties that if additional design elements are added between 90 and 100% plans, the 15 working day review time will be extended accordingly. In the event that the City does not respond in a timely manner, the submitted plans and specifications shall be deemed approved as submitted, however permits will not be issued by City for construction until the review is complete. City required changes at the 100% stage may be incorporated by addendum into construction documents. TriMet shall maintain records of all comments received from City reviews, including TriMet response and action taken. The record of response from the prior plan review phase will be provided with the subsequent plan set to be reviewed.

- F. **Preliminary List of Anticipated Project Approvals.** TriMet's Project Manager, or its designee, shall work with the City's Project Manager or its designee, to develop an agreed upon list of permits and approvals necessary for Project construction. The list may include but not be limited to:

1. design exceptions approved by City Engineer;
2. sign encroachment variances or waivers;
3. building and/or construction permits;
4. provisions for temporary parking removal during construction;

5. provisions for permanent parking relocation or removal;
6. provisions for bus relocations during construction;
7. street opening permit(s) issued by construction phase if appropriate; and
8. Tree Removal Permits.

- G. **Issuance of Permits.** TriMet will manage the process to ensure that the construction contractor obtains all necessary City permits for the Project. Some permits from the City will be issued as an outcome of a land use, design review, building permit, tree permit, or other process involving private property. For work in the public right-of-way, following the City Engineer's approval of the final plans for the Project and prior to construction, the City Engineer shall issue a Street Opening Permit (Permit). If construction activities are phased (i.e. public utility work prior to civil) by the contractor, then multiple street opening permits may be needed. As with previous projects, TriMet will seek to convert small remnant private property into City ROW.
- H. **Relocation of Utilities.** The City shall use its best efforts to cause relocation of privately-owned utilities without cost to the City or Project, as provided in Article III, paragraph C below. However, if the City does not have the legal authority or power to cause such relocation and if the utility provider is unwilling, TriMet, without cost to the City, shall be responsible for relocation of existing privately-owned utility facilities as necessary to conform utilities or facilities to the plans for the Project. The cost of relocating publicly owned utilities for purposes of the Project shall be at TriMet's expense or shared between Parties based on contributions by the City as provided in this Agreement. The Parties understand that TriMet's relocation obligation does not include Betterment(s) of the existing facilities.
- I. **Inspection of Relocated Utilities.** TriMet shall also allow City engineers and/or inspectors or consulting engineers/inspectors to inspect any relocation of utility conduits, lines, poles, mains, pipes, and other facilities to determine whether they have been relocated or installed in accordance with the contract documents and the City/TriMet Agreement and permits for the Project.
- J. **Real Property Acquisition/Relocation Assistance.** TriMet shall be solely responsible for the acquisition of real property or interests therein for the Project, including property that will eventually become City right-of-way. For property that will become City right-of-way, TriMet shall use standard City forms, terms, and conditions, and shall obtain review and approval from the City of Portland Bureau of Transportation's (PBOT) real property group. TriMet shall also acquire all other property needed for the Project. TriMet shall be responsible for providing any relocation assistance required for the Project, and such relocation assistance shall be pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act, and other applicable federal, state, and local laws.
- K. **Staffing Plan.** TriMet's Project Manager and the City's Project Manager shall create a staffing plan for final design, construction, testing and start-up, and close-out of the Project. Staffing for key positions shall be jointly agreed to by the City's Director of the Bureau of Transportation and TriMet's Executive Director of Capital Projects. These key positions will include TriMet and City project managers, field engineers and inspectors, and office engineers as necessary to complete the Project according to its schedule.

TriMet's Project Managers shall assemble key members of the construction management team, including assigned TriMet staff, consultants, and City staff to implement procedures for coordination between the City and TriMet. TriMet is responsible for communication with the Project's Construction Manager/General Contractor ("CM/GC") and all subcontractors.

L. **Contractor Selection, Oversight, Payment.** TriMet will prepare procurement and contract documents, make the CM/GC selection, manage and enforce provisions of the CM/GC contracts, and make payments to the CM/GC. TriMet shall secure in all such construction service contracts for the Project that the Contractor shall (1) name the City as an additional insured on the contractor's insurance on the same terms the contractor agrees to TriMet as an additional insured and (2) indemnify the City, its officers, employees and agents on the same terms the contractor agrees to indemnify TriMet or as otherwise required as condition of permits. Contractor shall furnish the City with evidence of said insurance. The City Project Manager or designee shall have the opportunity to participate in CM/GC selection and review and comment on all Project construction procurement and construction contract documents prior to issuance by TriMet.

N. **Community Relations.** TriMet shall perform all community relations functions and keep the City Project Manager and PBOT's Public Information Officer ("PIO") apprised of all activities. Media involvement will be planned in advance with PBOT's PIO and Project Manager. TriMet shall perform all private property owner outreach for temporary or permanent parking removal in areas where the Project requires parking removal and that parking has not otherwise been removed as a result of another City project.

O. **Issue Resolution.** It is understood by both Parties that a project of this size and complexity will raise issues requiring speedy resolution. In the event of any issues or disputes between the City and TriMet, it is understood by both Parties that the dispute shall be referred for resolution as follows ("Issue Resolution"):

- Refer the dispute to the City Project Manager and TriMet's Project Manager, who shall make a good faith effort to resolve it;
- If unresolved, refer it to the Bureau of Transportation Director or designee and to TriMet's Executive Director of Capital Projects;
- If unresolved, refer it to the City's Commissioner-in-Charge of Transportation and TriMet's General Manager for resolution.

In the event that any of the issues or disputes relating to facilities owned and maintained by City bureaus other than the Bureau of Transportation, the corresponding Bureau Project Manager, Bureau Director, and/or Commissioner-in-Charge will participate in resolving the issue with PBOT's Project Manager in a liaison role.

P. **Changes to the Work.**

1. The City and TriMet recognize and acknowledge that there may be changes required to the plans and specifications during construction.
2. TriMet and the City agree to make timely responses as appropriate and required to keep the work progressing.
3. Changes directed by the City. Subject to the terms of this Agreement, TriMet acknowledges that the City, as permitting authority, can order changes to the work being performed in the public right-of-way as it considers necessary as permitted by City code, and within the general scope and limits of the Project's street, sewer, and water construction work. In the event that TriMet disagrees with the City's change directive, the issue will be resolved through the Issue Resolution process described above.

4. Changes proposed by TriMet. All changes proposed by TriMet, or others, which would impact work authorized by the Permit(s) or this Agreement will be submitted to the City Project Manager for review and approval. The City Project Manager will coordinate any necessary reviews by City Bureaus, citizen groups, or other interested parties, as appropriate, and work with TriMet to facilitate a decision as required to meet contract milestones or keep the work progressing.
5. TriMet will handle any claims by the CM/GC for change orders and will not look to the City for reimbursement or compensation for any such changes except when those changes are agreed to be Betterments. Should changes result in added work by the City, the City Project Manager shall submit an estimate of added costs to TriMet. TriMet shall review the estimate and negotiate a modification to this Agreement for added work.

Q. Services to be Provided by TriMet. TriMet shall provide the following services through its own forces or by contract:

- Architectural design
- Conduct of Construction
- Traffic Analysis and Design
- Traffic Signals Design and Timing Plans
- Traffic Signal Communications (fiber)
- Street Lighting Design
- Stormwater Management Facility Design
- Public Involvement & Communications
- Public Utility Design: (sewer and water)
- Private Utility Coordination
- Regulatory Permitting
- Civil Design
- Construction Management
- Construction consultants
- Inspectors
- Materials testing and survey services

In addition, TriMet shall provide the following support services:

1. Review and approve monthly progress payments.
2. Coordinate with City's Project Manager regarding Project work activities as they impact adjacent properties and businesses.
3. Assist City in its obligation to comply with all federal provisions prescribed for third party contracts by the SSGA at such time as the contracts are negotiated and executed.
4. Review shop drawings and other contractor submittals; certify substantial and final completion of work; provide inspection; accept work for maintenance; review change orders; and construct Betterments.
5. Coordinate with PBOT, their consultants or contractors on projects including Outer Division Multi-Modal Safety Project (ODMMSP), East Portland Access to Transit (EPAT), Fixing our Streets, HSIP, ODOT

ARTS, and other transportation improvements planned along the Division corridor.

6. TriMet is anticipating the use of a construction field office and will include space for critical City staff, including parking for City construction vehicles as required.

R. **TriMet Staff.** TriMet shall assign the following personnel to the Project:

- Project Manager
- Design Manager
- Community Affairs Specialists
- Support staff
- Construction Manager
- Project Controls Lead
- Utility engineer
- Comm/ITS
- ROW staff
- Inspectors

S. **Easements.** TriMet shall obtain construction and permanent easements from private parties as needed for the Project. Any permanent easements acquired for City facilities shall use standard City forms, terms, and conditions and shall be reviewed and approved by the appropriate City Bureau.

A. **Maintenance Agreement.** TriMet shall, in good faith, prepare and negotiate with the City and others as appropriate a maintenance agreement that defines maintenance responsibilities for the Project segments within the City.

TriMet and its contractor, with the assistance and participation of City, will create a Conduct of Construction (COC) for the Project. The COC will become one of the contract documents that affirms and guides the construction of the Project for all elements within City limits.

ARTICLE III -CITY OBLIGATIONS

A. **Project Design Standard.** The City and TriMet agree that the starting point for final design of the Project is the Final 30% Refined drawings. The completed Final 30% Refined, 60%, 90%, and 100% Issued for Construction drawings, together with TriMet response to City comments, and other work products developed after the date of this Agreement are anticipated to be the design for the Project.

B. **Maintaining Project Schedule.** The City agrees to use its best efforts to assist TriMet in maintaining the Project schedule. To this end, City staff shall assist TriMet with all permit/approval processes including, but not limited to, scheduling all hearings and briefings before City Council, commissions or other City entities.

C. **Relocations in Right-of-Way.** The City shall allow TriMet participation in review and approval of utility relocation plans submitted by public and private utilities for the alignment area.

The City shall also allow TriMet engineers or inspectors or consulting engineers or inspectors to inspect any relocation of utility conduits, lines, poles, mains, pipes, and other facilities in order to determine whether they have been relocated in accordance with the plans of the Project.

The City, at TriMet's expense unless otherwise apportioned in this Agreement, shall relocate, cause to be relocated, or assist in the relocation of all City-owned conduits, lines, poles, mains, pipes, and other facilities, whether located within the public right-of-way or not, as required by the Project. The Project plans and specifications shall include all relocations necessary to conform facilities to the Project. The City shall endeavor to conduct this relocation work in accordance with the Construction Phasing/Scheduling Plan for the Project.

In accordance with Portland City Code Chapter 17.56 Public Utilities, the City shall cause the owners of privately-owned utility conduits, lines, poles, mains, pipes, and other facilities in or on City rights-of-way and/or property to relocate their facilities at the expense of said privately-owned utility as necessary to conform to the Project. The City shall endeavor to cause this relocation work to be accomplished in accordance with the Construction Phasing/Scheduling Plan for the Project.

The City agrees that refined 60% design plans will serve as the threshold after which TriMet may request private utility relocation. All Parties agree to work collaboratively to determine an appropriate point in the design process to move forward with private utility work. Should TriMet request private utility relocations in the right-of-way prior to receiving the FTA Small Starts Grant Agreement or obtaining a Street Opening Permit, TriMet, without cost to the City, shall be responsible for utility relocation expenses (that are not deemed a benefit to the public). Should private utility relocations be performed based on the refined 60% design plans or some other point prior to 100% issued for construction plan completion and subsequent relocation is required, all costs associated with this expense shall will be at TriMet's expense and will not be the responsibility of the City.

- D. **Bus Layover Relocation at North Terminus** - When the Project begins start-up operations and if a permanent facility has not been identified and delivered, the City will allow temporary accommodations for up to five 40-foot buses to layover and/or stage on NW Station Way between NW Northrup and NW Lovejoy Court. TriMet will continue to work with the City to identify a permanent off-street facility for buses in this area. Until a permanent facility is identified and delivered, but not later than construction completion, TriMet will continue to use NW Station Way for bus layover and staging. When parked at the curb, buses will turn off engines and no idling will occur.
- E. **Coordination of City Issues.** The City Project Manager shall coordinate comments from all City bureaus and shall assist in resolution of all Project issues raised by any City bureau.
- F. **Permits and Approvals.** The City Project Manager or designee shall assist TriMet in developing a list of the permits or approvals necessary to complete the Project construction and installation. However, nothing in this Agreement waives any Portland City Policy or prohibits the City from maintaining or enforcing its current policies or agreements. The City is specifically not obligating itself or any other agency with respect to any discretionary or regulatory action, including but not limited to zoning, variance, dedications, vacations, regulatory plan reviews, issuance of permits, code compliance or any other governmental approvals or regulatory actions which may be required or authorized.
- G. **Issuance of Construction Permit.** In accordance with the provisions of this Agreement, the City shall, when appropriate and in accordance with the Project schedule, issue Street Opening Permit(s) for the Project within the City right-of-way, which shall permit Project construction based on the end products referred to in Article VI. End Products. If construction activities are phased (i.e. public utility work prior to civil) by Contractor then multiple street opening permits may be needed. The City agrees to provide the end products identified as its responsibility in Article VI of this Agreement, or a reasonable substitute produce as agreed by the

Parties. Street Opening Permit fees are covered under the staff compensation outlined in Article IV, section D and attached as Exhibit D.

- H. **City Staffing.** City shall make available the persons and resources identified in the staffing plan attached as Exhibit D.
- I. **Maintenance Agreement.** Upon Project completion, City shall, in good faith, negotiate with TriMet and others, as appropriate, the TriMet-developed maintenance agreement that defines the maintenance responsibilities for the Project.
- J. **Asset Transfer.** Ownership and maintenance of right of way and roadway improvements acquired for the Project, including but not limited to travel lanes, bus pullouts, sidewalks, station platforms, traffic and pedestrian signals, and water and sewer/stormwater improvements, will be transferred to the City. Asset transfer will be performed in such a way that assets are directed to individual City bureaus having jurisdiction over that infrastructure. TriMet will own and maintain station infrastructure, including shelters, benches, fare collection equipment, and signage.
- K. **City Control of right of way.** The City retains the ownership of the right-of-way and control of utility easements, property leases, private crossing agreements, and utility franchise rights. Nothing in this Agreement allows TriMet to lease, rent or otherwise provide access and use of City right of way by third parties unless permitted by City.
- L. **Continuing Control.** To satisfy the continuing control requirements of the FTA as set forth in 49 U.S.C. § 5307(c)(1)(B), the Parties agree that upon completion of construction, the City will allow the Project as a permitted use within City right of way for the life of the Project for the benefit of the public. The City retains the ownership of the right-of-way and control of utility easements, property leases, private crossing agreements, and utility franchise rights.

ARTICLE IV-CITY SERVICES TO BE PROVIDED TO TRIMET

- A. **City Staffing Plan.** The City shall provide the staff and services necessary to assist TriMet in completing the Project on budget and in accordance with the Project schedule. During the Project, the City shall make available the persons identified in Exhibit D. The Parties recognize that these persons and attendant services will be adjusted and allocated as necessary and reasonable to fulfill the purpose of this Agreement. The Parties agree that this Staffing Plan may be modified to include the service needs during the final design, construction, start-up and close-out phases of the Project and as may be necessary.
- B. **Ensuring No Adverse Effects to City.** The City's services are intended to ensure: (1) that the City's facilities and operations within the public right-of-way are adequately provided for; (2) that the City's facilities and operation outside the public right-of-way are not adversely affected; (3) that bicycle, pedestrian (including transit access), and vehicular traffic is adequately provided for; and (4) that public health, safety, and welfare, including without limitation aesthetic, environmental, and commercial values, are not adversely affected.
- C. **Invoices.** The City, through the Office of Finance and Administration, shall to the extent possible given limitations in its financial accounting system, submit to TriMet monthly billings for reimbursable costs incurred since the previous billings. TriMet shall pay the City the balance due within thirty (30) days of receipt of such billings. Financial reports accompanying requests for reimbursement shall be in accordance

with FTA requirements. TriMet shall review records for suitability and provide assistance as necessary to assure compliance with FTA requirements.

1. Invoices must be supported by staff time reports or other supporting documentation for each month. The Project Managers shall review the invoices and billings against the Project budget to provide real time cost tracking and budget management.

1. The participating City Bureau Project Coordinators shall oversee the work of the various City Bureaus or Departments to the end that their work is completed within the staffing budget for that work.

2. Overtime premium pay (pay in excess of straight time) shall not be invoiced to TriMet unless TriMet's Project Manager has specifically authorized overtime in advance of the work, or in the event of an emergency.

3. The fringe rate applied to overtime hours must be an adjusted rate such that items are not included in both the regular hour fringe rate and the overtime fringe rate, unless such allocation is approved by TriMet.

D. Compensation. The City's compensation for services provided under this Agreement shall be broken down into at least two (2) parts: (1) final design; (2) construction startup and close out phases.

1. The City's compensation for services as currently identified in this Agreement, shall not exceed 2 million Dollars and No/Cents (\$2,000,000) unless the Parties execute an amendment signed by authorized representatives. Such services shall be provided on a cost-reimbursable basis. The Parties agree that line item budgets may be reallocated within this Agreement without further amendment, when approved by the City and TriMet Project Managers, so long as the overall approved budget amount of this Agreement is not exceeded. The current rough order of magnitude cost estimate for City services through closeout exceeds \$2,000,000. To account for further development and refinements in services provided by the City, the Parties intend to amend this agreement at the start of the construction phase to capture any potential changes.

2. TriMet agrees to not withhold the timely approval of additional resources without cause, subject to available budget limitations.

3. **Construction, Testing & Start-Up.** As part of the scope of work under this Agreement, the City and TriMet will be providing construction management services along with testing and start-up. Prior to the start of construction or as needed later, both Parties will, negotiate in good faith and make agreed-upon amendments as necessary to provide added specificity and compensation as appropriate for services provided in this Agreement.

4. **Close Out.** As part of the scope of work under this Agreement, the City and TriMet will be providing close-out services. Prior to the beginning of close-out, both Parties will negotiate in good faith and make amendments as needed to provide added specificity and compensation as appropriate to this Agreement.

E. Method of Payment and Overhead Costs. Subject to the limitations stated in this Agreement, TriMet agrees to pay the City's actual costs for the performance of the services required herein. The actual cost shall include direct salary costs, fringe benefits, direct non-salary costs, and general overhead. The City has provided a cost estimate for its services under this Agreement, including a projection of overhead rates (rounded up for purposes of this Agreement only) for the following bureaus as follows:

- PBOT: Seventy-six-point seventy-six percent (76.76%)
- BES: Ninety-four-point twenty two percent (94.22%)
- PWB: One-hundred and four-point zero seven percent (104.07%)
- BPS: Forty-two-point eleven percent (42.11%)
- Parks: Forty-seven-point sixty two percent (47.62%)

TriMet recognizes that the City's overhead rates may change during the course of the Project and that this may affect total City compensation. Should the rate change result in compensation shortfall to City, this Agreement will be amended to reflect new rate, and a negotiated total compensation. The general overhead is determined as follows:

1. Direct salary costs and fringe benefits. The cost of salaries, wages, and fringe benefits are determined as follows:
 - a. Actual time computed at the applicable hourly payroll rate and fringe benefits earned with actual time. The City's salary rates for any time period shall be as set out in the official City Compensation Plan, or as amended by the City Council for the particular period.
 - b. Charges in addition to (a) above for vacation, sick leave, holiday, jury duty, and bereavement leave are authorized but shall be charged to the Project only in proportion to the time devoted to the Project.
2. Direct non-salary. Those reasonable costs directly incurred in fulfilling the terms of this Agreement, including, but not limited to, reproduction, telephone long distance, equipment rentals, and purchase of outside services requested by TriMet.
3. General overhead. PBOT, and the Bureaus of Parks, Water, and Environmental Services, and other bureaus as deemed necessary, shall charge for general overhead as provided by Chapter 5.48 of the City Code.

Any overhead rates charged to TriMet by the City must meet all federal requirements for federally-funded projects.

F. **City Services General.** Each City bureau or agency with Code authority or other responsibility over the Project shall provide to TriMet the following services:

1. Supply copies of all available file data on all existing facilities as requested by TriMet for the Project. The City has found the completeness and accuracy of this file information to be inadequate when used as the sole basis for design and construction purposes and recommends verification before incorporation into any final design. Any reliance on the data by TriMet shall be at its own risk.
2. Review, require revisions to, and approve the Project plans as provided for in this Agreement.
3. Cooperate fully with the City's Project Manager, TriMet's Project Manager, and City and TriMet designated representatives as reasonably necessary to assist in the timely and proper completion of the Project.

G. **Portland Bureau of Transportation ("PBOT").**

1. Capital Delivery Division (CDD). Under the coordination of the City's Project Manager, PBOT CDD shall provide services as described below:
 - (a) Act as the lead City agency in carrying out the City's obligations and exercising the City's rights under this Agreement.
 - (b) Provide as necessary, services of the City's Project Manager and other positions as identified in the Agreement.
 - (c) Assist in and coordinate all plan reviews, including structures.
 - (d) Assist in resolution of all design, construction, and permitting issues.
 - (e) Coordinate and track compliance with all City permits.
 - (f) Oversee City Staffing Plan development, and work with City Bureau leads in monitoring, tracking, and billing. Prepare budget status reports as required.
 - (g) Manage development, monitoring, tracking, and payment for City-requested betterments and for billings of TriMet requested betterment services
 - (g) Assist TriMet in coordinating the relocation of all publicly owned utilities.
 - (i) Assist in project briefings to City Council and Commissions (for example, Design Commission, Historic Landmarks Commission, and Planning and Sustainability Commission) as required.
2. Right of Way Programs & Permitting (RWPP). Provide necessary staffing and support services for the right-of-way acquisition of parcels to be owned or controlled by the City upon completion of construction. RWPP shall provide services as described below:
 - (a) Review of property rights to be acquired.
 - (b) Acquisition and transfer process.
 - (c) Legal documents used for acquisition and subsequent transfer to city.
 - (d) Recording of documents and recording fees.
 - (e) Additional services include but are not limited to file set-up and maintenance, title work, GIS indexing and attendance at meetings.
3. Traffic Design Section (TDS). Under the coordination of the City's Project Manager, TDS shall provide services as described below:
 - (a) Review, require revisions to, and approve analyses for traffic control performed as part of the design, and Construction efforts.
 - (c) Provide necessary staffing and support services to cover the City's involvement in Transit Signal Priority (TSP) and signal, phasing, timing, and commissioning

- (d) Review, require revisions to, and approve plans for all pavement markings, traffic signs, and other work affecting vehicular, bicycle and pedestrian traffic within City right-of-way developed as part of the project development and Construction phases. Notify the City's Project Manager of all required revisions, for forwarding to TriMet.
- (e) Assist in resolution of all traffic related design and anticipated construction issues.
- (f) Participate in the development of construction phasing plans for incorporation into construction documents.

4. Civil Design Section (CDS). Under the coordination of the City's Project Manager, CDS shall provide services as described below:

- (a) Review, require revisions to, and approve analyses for civil design performed as part of the design, and construction efforts.
- (b) Provide necessary staffing and support services to cover the City's involvement in utility coordination and relocation.
- (c) Review, require revisions to, and approve plans for civil improvements and new facilities. Notify the City's Project Manager of all required revisions, for forwarding to TriMet.
- (d) During construction review submittals and RFIs as needed, review any changes to the civil design, offer engineering support to inspection staff when issues arise during construction.

5. Signals & Street Lights. Under the coordination of the City's Project Manager, shall provide services as described below:

- (a) Assign a signals engineer and street lighting engineer for all work performed under this Agreement, and coordinate all work, budget and information covered under this Agreement with the City's Project Manager.
- (b) Review and comment on plans for all traffic signaling devices and other work affecting vehicular, bicycle and pedestrian traffic within City right-of-way. Notify the City's Project Manager of all required revisions, for forwarding to TriMet. Provide inspection services during construction.
- (c) Provide necessary staffing and support services to cover the City's involvement in Transit Signal Priority (TSP) and signal, phasing, timing, and commissioning.
- (d) Review, require revisions to, and approve plans for all City street lighting facilities, as needed. Notify the City's Project Manager of all required revisions, for forwarding to TriMet.
- (e) Participate in the development of construction phasing plans for incorporation into construction documents.
- (f) Perform traffic signal modifications and signal activation/deactivation as required by TriMet, the City, and/or the Contractor. Inspect new temporary and permanent signals and provide testing, turn-on services and modifications to signal operations as needed during construction and close-

out.

(g) Review and approve traffic signal timing plans as needed for construction and for final operation.

6. Transportation Policy & Planning Division. Under the coordination of the City's Project Manager, the Transportation Policy & Planning Division shall provide services as described below:

(a) Assign modal coordinator/point of contact for work performed under this Agreement, and coordinate all work, budget and information covered under this Agreement with the City's Project Manager.

(b) Review and comment on plans for traffic and other work affecting bicycle, pedestrian, freight and accessible (ADA) traffic within City right-of-way. Notify the City's Project Manager of all required revisions, for forwarding to TriMet.

7. Construction Inspection & Pavement Management. Under the coordination of the City's Project Manager, the Construction, Inspection & Pavement Management Division shall provide services as described below:

(a) Assign specialty inspectors to the Project as needed.

(b) Provide input and approval of the selection of the Chief Inspector for each CM/GC segment within the City limits.

(c) Develop procedures relating to completion of daily inspection logs or reports, distribution of such reports, and the recommendation of action based on such logs or reports.

(d) Once joint inspection program or inspection approach otherwise defined is developed and agreed upon this agreement and Staffing Plan will be amended.

H. **Bureau of Environmental Services ("BES")**. Under coordination with the City's Project Manager, BES shall provide services as described below:

1. Assign a single Project Coordinator/point of contact for all new sewer and sewer relocation work performed under this Agreement, and coordinate all said work, budget and information under this Agreement with the City's Project Manager.

2. Assign a single Project Coordinator as the point of contact for all work related to implementation of the City's "Stormwater Management" Manual.

3. Review and provide comments on Final Engineering plans for all storm, sanitary, combined sewerage and stormwater management facilities. Notify the City's Project Manager of all required revisions, for forwarding to TriMet.

5. Provide construction management and inspection services for all storm, sanitary, combined sewer and stormwater management facilities.

6. Provide construction phase material testing and vector control as necessary for all storm, sanitary, and

combined sewer work.

7. Provide planting plans, plant installation and establishment services for all BES-owned and maintained stormwater management facilities.
8. Participate in development of maintenance agreement for Project facilities.

I. **Portland Water Bureau ("PWB")**. Under the coordination of the City's Project Manager, PWB shall provide services as described below:

1. Assign a single Project Coordinator/point of contact for all work performed under this Agreement, and coordinate all work, budget and information under this Agreement with the City's Project Manager.
3. Assist TriMet in completing the final design of any water system relocations and improvements, or any Betterments, by working with TriMet.
3. Review and provide comments on Project plans for all water facilities. Notify the City's Project Manager of all required revisions, for forwarding to TriMet.
4. Provide engineering assistance and work with TriMet to manage the the final design of water system relocation, improvements, and Betterments included in the Project.
5. Provide construction management of water relocations, improvements, and Betterments included in the Project.
6. Provide inspection services and engineering support services related to the water relocations, improvements, and Betterments during construction.
7. Make all permanent and temporary connections to the public live water system, including but not limited to water mains, hydrants, valves, services, meter boxes, vaults, etc. During street grading and paving, adjustments on live valves, vault lids, and other appurtenances not involving the public live water system will be performed by TriMet's contractor.
8. Use its best efforts to accomplish all work in accordance with the Construction Phasing/Scheduling plan for the Project.
9. Participate in development of maintenance agreement for project facilities.

J. **Bureau of Parks and Recreation ("Parks")**. Under the coordination of the City's Project Manager, Parks' planning and capital projects development, and forestry section shall provide services as described below:

1. Assign a single Project Coordinator/point of contact for all work performed under this Agreement, and coordinate all work, budget and information under this Agreement with the City's Project Manager.
2. Review plans for street trees and monitor existing street tree removals and new street tree installations.
3. Review plans for landscaping installation in City right-of-way.

K. Bureau of Technology Services (“BTS”). Under the coordination of the City’

1. Assign a single Project Coordinator/point of contact for all work performed under this Agreement, and coordinate all work, budget and information under this Agreement with the City’s Project Manager.
2. Review plans for fiber communications.
3. Provide input on development of joint fiber design and build approach, to be defined in separate project agreement.

I. Additional Support Services By City Bureaus.

1. Review, along with other members of the construction management team (as identified in Article II, paragraph K), the shop drawings and other contractor submittals.
 2. Certify final completion and acceptance of work pursuant to City permit(s).
- I. Review and approve the portions of monthly progress payments related to work that is to be reimbursed by the City.
4. Review and approve changes to the work covered under the Construction Permit in accordance with this Agreement.
 5. Coordinate with TriMet regarding work activities as they impact adjacent properties and businesses.
 6. Provide inspection, along with others from the construction management team, of the work, as provided below.
 7. Accept the completed work from TriMet’s contractors for maintenance consistent with maintenance agreement(s) to be approved by TriMet and the City, and warranty provisions of the Construction Permit.
 8. Pay for Betterments or other improvements that the City desires incorporated into the Project.

J. City Staff. City shall assign the following personnel to the Project:

1. The City Project Manager
2. City Project Engineer(s)
3. City Project Planner(s)
4. Traffic Engineer(s)
5. Structural Engineer(s)
6. Bureau Project Coordinators for PWB, BES, BPS, Parks, and BTS
7. City Staff Inspector(s)
8. Specialty Inspector(s) (e.g., street lighting, signals, water, sewer)

K. Inspection.

1. The City will provide input and approve of the selection of the Chief Inspector CM/GC segment within the City limits. The Parties intend to conduct a joint inspection program. If so conducted, the Parties shall

develop procedures relating to completion of daily inspection logs or reports, distribution of such reports, and the recommendation of action based on such logs or reports. Either Party may assign specialty inspectors to the Project. Specialty inspectors shall coordinate their inspections through the Chief Inspector, but will continue to report to their respective agency. Once joint inspection program or inspection approach otherwise defined is developed and agreed upon this agreement and Staffing Plan will be amended.

- L. **Others.** Other City agencies and City bureaus with Code authority or other responsibilities over the Project shall provide the required services necessary to carry out the responsibilities as identified by the City Code.
- M. **Payment for Permits.** During the design and construction of the Project, the City will provide services related to permits. There will be no charge for the PBOT Street Opening Permits. However, other permits related to street trees, , temporary street use, and trade permits, will be paid by TriMet and/or their contractor. Refer to Exhibit C for a list of expected permits, and related cost coverage for the Project
- N. **Status of Contractor.** The City shall perform this Agreement as an independent contractor and its staff, even though they may be assigned full time to the Project, will not be deemed employees of TriMet.
- O. **Betterments/Cost Sharing.** the City agrees that it shall specify and provide or pay costs for any Betterments that are incorporated into the Project at the request of the City. The Parties shall, through modification of this Agreement, negotiate the work scope and cost of such Betterments prior to TriMet proceeding with the design and construction of such Betterments. As used in this Agreement, "Betterment" means replacement of existing infrastructure with new where the infrastructure is beyond its useful life; or replacement with a kind, size or type of infrastructure facility that differs from that existing as of the commencement of this Agreement. If the facility is near the end of its useful life, "Betterment" includes that portion of the cost associated with replacing new that is equivalent to the portion of the expended useful life when compared to the entire useful life.
- P. **Review Requirements for New Development** – Through review of proposed developments adjacent to the Project, the City will use its regulatory powers to ensure that new development does not conflict with physical and/or functional aspects of the Project design to the extent allowed by City Code. The City will initiate this development requirement once the Project issues complete permitted 100% Issue For Construction plans or receives a funding commitment through the FTA.
- Q. **Other City Project Costs.** The City shall provide all necessary services to properly coordinate with this Project all design and construction work related to or required by other City projects within or near this Project's contract limits. This includes but is not limited to ODMMS, EPAT, HSIP, ODOT ARTS, and Fixing our Streets.

The City agrees to coordinate with the Project within the limits of the ODMMS project (SE 82nd Ave to SE 174th Ave.), and will execute permanent parking removals indicated in the ODMMS design. The City agrees to continue to work with TriMet on facilitating the required permanent parking removal within DTP Project areas in order to achieve the defined Project construction schedule.

Further, the Parties recognize that in some instances it may be more cost effective or result in less public impact for certain other City project work to be performed under this Project. For any such instances, the City and TriMet shall append and incorporate into this Agreement a separate Memorandum of Understanding

that documents each particular cost or work sharing agreement.

TriMet shall not be responsible for any of the final, actual costs for other City project work that are transferred into and performed as part of this Project. Preliminary cost estimates may not accurately reflect final, actual costs for which the City will be responsible.

The Parties agree that costs for other City projects may be appended and incorporated into this Agreement with prior written approval from TriMet during the term of this Agreement.

ARTICLE VI -END PRODUCTS

- A. This Agreement is intended to enable TriMet, with City assistance, to perform all tasks necessary to ensure the successful design, construction, operation, and maintenance of the Project. Additionally, it allows for integration of Project facilities into the City's existing public and private improvements in a manner that ensures protection of the public health, safety, and welfare. TriMet and the City acknowledge that amendments to this Agreement may be necessary to reflect changing conditions. The purpose of this Article is to identify the end products that TriMet and the City cooperatively must produce or accomplish to accommodate construction of the Project. The list of end products identified in this Article is not all-inclusive. The City or TriMet may identify other required end products during final design or construction phases. The Parties may produce or accomplish individual end products at any time between the date this Agreement becomes effective and the City's issuance of Street Opening Permit(s) or as appropriate after permit issuance. Prior to issuance of the Street Opening Permit, the City will require the production or accomplishment and approval of all end products identified herein or added hereto.
- B. **End Products.** The lead agency for the following end products shall have primary responsibility for initiating and accomplishing those end products. It is understood, however, that the accomplishment to the end products will require cooperative efforts of both Parties and TriMet and the City agree to utilize their best efforts to this end.

1. Detailed Final Plans and Specifications

Lead Agency: TriMet

- (a) Baseline Project
- (b) Water, Sanitary and Storm Sewers relocation plans and specifications
- (c) Public Utility Relocations Plans. Private utility plan and specifications will be completed by the private utilities themselves
- (d) City Requested Extra Work/Betterments. Plans, specifications and bid documents for any such extra work shall be structured so that actual bid prices, construction costs, extra billings, post construction claims, and any and all other cost items are clearly separated from the baseline Project costs.

2. Approval of Final Design

Lead Agency: City

- (a) City Bureaus with City Charter or City Code Responsibility
- (b) Sewer, Water, Utility Relocations

- (e) City Council

3. Construction Phasing/Scheduling Plan

Lead Agency: TriMet

- (a) Project Overall
- (b) Sewer, Water, Utility Relocations windows
- (c) Improvements within City right-of-way unrelated to Project
- (d) Private property improvements unrelated to Project

- 4. Public Information/property owner liaison plan Lead Agency: TriMet
- 5. Conduct of Construction Plan Lead Agency: TriMet

To be completed in partnership with City and with input from public prior to issuance of City’s permits.

- (a) Protection of public and private property provisions
- (b) Dirt/Debris Mitigation Provisions
- (c) Construction Drainage and Erosion Control provisions
- (d) Construction Zone Traffic Control Provisions Traffic Control Parking Temporary street closures
Emergency vehicle access Construction staging
- (e) Construction Zone Private Property Access Provisions Through pedestrian traffic Building-
pedestrian access Driveway/Loading Zone Access
- (f) Provisions to assure the protection of pedestrians and vehicles using the corridor that comply with
Safe Accommodations for Pedestrians and Cyclists In and Around Work Zones (TRN-8.12)
- (g) Provision to ensure operations through temporary signal design
- (h) Provisions for days of the week, hours of the day construction activity may proceed
- (i) City Noise Control Variance Provisions
- (j) Responsibility for existing tree trimming, signal and sign visibility
- (k) Provisions for Construction Restrictions during special civic events
- (l) Coordinate project work via bi-weekly SE Division St project coordination meetings with Project
contractors and contractors performing public or private work unrelated to the project
- (m) Provisions for conflict resolution between Project contractors and contractors performing public or
private work unrelated to the Project
- (n) permit information including different jurisdictional requirements (COP, ODOT, COG)

- 6. Property owner/TriMet/City three-party agreements, if necessary Lead Agency: TriMet
- 7. Liability/Insurance Agreement Lead Agency: TriMet

- (a) During Construction
- (b) Between construction completion and City acceptance of the Project and assumption of its ongoing
maintenance responsibilities

- 8. Amendments to City Code provisions Lead Agency: City
- Amendments to City Code provisions, if necessary, to construct and operate the Project.

- 9. Maintenance Agreement Lead Agency: TriMet

Execution of City/TriMet maintenance agreement for the Project, based on terms and conditions and division of responsibilities.

10. Conditional use and other land use approvals

Lead Agency: TriMet

Conditional use and other land use approvals to be applied for by TriMet, for any TriMet facilities on private property within the City that are not allowed outright under City zoning regulations.

11. Record drawings

Lead Agency: TriMet

Record drawings will be produced by TriMet and distributed to the City Bureaus within 120 days after completion of the work.

12. Continuing Control Agreement

Lead Agency: TriMet

Under this Agreement, TriMet has the right to use City right of way as required by the Continuing Control requirements of 49 USC 5307(c)(1)(B). At the conclusion of the Project, TriMet will work with the City of Portland to execute a separate agreement detailing the rights and responsibilities of the Parties related to this permanent use of city streets and other city property necessary for construction, operation and maintenance of those elements of the Project within City right-of-way that are for the benefit of the public, in accordance with the continuing control requirements of federal law as administered by the FTA. The City retains the ownership of the right-of-way and control of utility easements, property leases, private crossing agreements, and utility franchise rights.

ARTICLE VII -PROJECT POLICY AND MANAGEMENT

- A. **Policy and Budget Committee** - The Policy and Budget Committee serves to provide high-level guidance to the Project as needed, meeting on a quarterly basis. This committee will consist of leaders from TriMet, Metro, the City of Gresham, the City of Portland, Multnomah County, the Oregon Dept. of Transportation, and select members of the Community Advisory Committee.
- B. **Project Management Group (PMG)**. The PMG shall be responsible for addressing policy and advising TriMet on the direction of the Project. It will assist in the resolution of issues related to the design of the Project within the City and will recommend and forward any unresolved issues, or issues of regional significance, to the Policy and Budget Committee for consideration. The PMG will consist of representatives from TriMet, City of Portland, City of Gresham, Multnomah County, ODOT, and Metro.
- C. **Project Partners Group (PPG)** – The PPG is composed of project staff leads for each of the jurisdictional partners, and serves to coordinate and facilitate a broad range of decisions at the technical and design staff level. This group provides project assistance and accountability in delivering this regional project. Issues that cannot be resolved by this group due to political or financial challenges are forwarded to the PMG. The PPG consists of representatives from TriMet, Metro, the City of Gresham, the City of Portland, Multnomah County, and the Oregon Dept. of Transportation.
- D. **Management.**
 - 1. Managers. TriMet designates Michael Kiser as its Project Manager and the City designates Caitlin Reff

as its Project Manager (collectively, “Managers”). These roles can be re-assigned at the direction of the TriMet Capital Projects and Construction Division Manager and the PBOT Major Projects & Partnerships Section Manager, respectively. The Managers shall be responsible for coordinating all aspects of their respective work scopes for the Project and all the respective employees, consultants and contractors assigned to the Project. The Managers shall ensure that the Project and tasks related thereto are completed expeditiously and economically, shall be the contact persons through whom TriMet and the City officially communicate, and shall have the authority to make decisions and resolve disputes relating to the Project. In the event that a disagreement or dispute occurs between the Managers, it shall be resolved in accordance with Article II, Section N, Issue Resolution.

2. City Project Manager. The City shall assign a Project Manager, with the required experience, ability, and skills necessary to perform the following tasks:
 - (a) Have access to the City Engineer and TriMet’s Construction Manager.
 - (b) Inform the City Engineer of TriMet’s Project staff’s decisions.
 - (c) Inform Project staff of progress of required City approvals and work on end products.
 - (d) Assist TriMet in coordinating utility relocations.
 - (e) Prepare a schedule interfacing City or City-permitted work with Project work.
 - (f) Assist TriMet in gathering information in a timely manner from City staff and assist TriMet’s Project staff in understanding the information.
 - (g) Assist TriMet in obtaining required end products and approvals.
 - (h) Advise TriMet of documentation necessary to obtain City approvals and permits.
 - (i) Advise and assist TriMet in accomplishing City issuance of the Street Opening Permit.
 - (j) Assist assigned TriMet design lead persons as necessary so that final design is accomplished in accordance with Project schedule milestones, budget and identified quality standards.
 - (k) Provide field and/or office engineering functions during construction, as needed by TriMet.
 - (l) Report to the assigned TriMet design or construction lead and interface with Project consultants or subconsultants only as permitted by the assigned TriMet lead person.

E. **Decision-Making.** Whenever either party's decision, determination, approval or consent (each a "decision") is required on the subject matter in this Agreement, the party will promptly exercise judgment and grant or deny the matter for which a decision was requested in a reasonable manner. Any consent or approval granted by a party shall not constitute a waiver of the requirement for consent or approval in subsequent cases. No change in the rights of the Parties or the terms of this Agreement shall be required as a condition to the granting of approval or consent. Consent or approval under this Agreement shall not be unreasonably withheld, delayed, or conditioned.

ARTICLE VIII -GENERAL PROVISIONS

- A. **Liability.** Subject to the limitations of the Oregon Tort Claims Act and the Oregon Constitution, City agrees to indemnify, hold harmless and defend TriMet, its officers, employees and agents from and against all claims, suits, actions, or whatsoever nature, damages or losses, and all expenses and costs incidental to the investigation and defense thereof including reasonable attorneys fees, resulting from or arising out of the acts of City, its officers, employees or agents under this Agreement. Subject to the limitation of the Oregon Tort Claims Act and the Oregon Constitution, TriMet agrees to indemnify, hold harmless and defend City, its officers, employees and agents from and against all claims, suits, actions, of whatsoever nature, damages or losses, and all expenses and costs incidental to the investigation and defense thereof including reasonable attorneys fees, resulting from or arising out of the acts of TriMet, its officers, employees or agents under this Agreement. Each Party's indemnification obligations under this Section shall survive termination of this Agreement.
- B. **Interest of Members of Congress.** No member of or delegate to the Congress of the United States shall be admitted to any share or part of this Agreement or to any benefit arising there from.
- C. **Interest of Public Officials.** No member, officer, or employee of the City or TriMet during his or her tenure or for one (1) year thereafter shall have any interest, direct or indirect, in this Agreement or the proceeds thereof
- D. **Disadvantaged Business Enterprise.** In connection with the performance of this Agreement, the City will cooperate with TriMet in meeting TriMet's commitments and goals with regard to the maximum utilization of disadvantaged business enterprises and will use its best efforts to ensure that disadvantaged business enterprises shall have the maximum practicable opportunity to compete for subcontract work under this Agreement. TriMet and the City may desire to enter into an agreement whereby the City provides technical assistance for the DBE efforts. In the event an agreement is reached on the scope and budget for this work, the Parties will modify this Agreement to provide for such scope and budget.
- E. **Equal Employment Opportunity.** In connection with the execution of this Agreement, neither the City nor TriMet shall discriminate against any employee or applicant for employment because of race, religion, color, sex, age, or natural origin. Such actions shall include, but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; raise or pay or other forms of compensation; and selection for training, including apprenticeship.
- F. **Termination for Convenience.** The City or TriMet may terminate this Agreement in whole or in part at any time by written notice to the other Party. In the event of such termination, TriMet shall pay any City costs that are owed under this Agreement, including any costs necessarily incurred by the City in terminating its work or the work of others under contract to City. The City promptly shall submit its termination claim to be paid by TriMet. If either party has any property in its possession belonging to the other Party (Owner), the party having possession will account for it and dispose of it in the manner as the Owner directs.
- G. **Termination for Default.** If the City fails to perform in the manner called for in the Agreement, or if the City fails to comply with any other provisions of the Agreement, TriMet may terminate this Agreement for default. Termination for default shall be effected by serving a notice of termination on the City setting forth the manner in which the City is in default. The City will be paid only the Agreement price for authorized services performed prior to termination in accordance with the manner of performance set forth in this

Agreement.

If it is later determined by TriMet that the City has an excusable reason for not performing, such as a strike, fire, flood, or events which are not the fault of, or are beyond the control of the City, TriMet shall establish a new performance schedule, and allow the City to continue work, or treat the termination as a termination for convenience.

In the event TriMet fails to pay the City any amount that is owed under this Agreement or otherwise fails to comply with its obligations under this Agreement, such failure shall be deemed a material breach for which the City may seek any remedy available to it under the law, including but not limited to, termination of contract or suspension of its services.

- H. **Maintenance of Records.** The City shall maintain records to show actual time involved in accomplishment of the Project and the cost incurred for the period of time specified. The City shall cooperate in good faith with TriMet and the FT A to provide records in a form satisfactory to FT A. TriMet shall take the lead and provide assistance to the City as necessary for compliance with FfA requirements.
- I. **Audit and Inspection of Records.** The City shall permit the authorized representatives of TriMet, the United States Department of Transportation, and the Comptroller General of the United States to inspect and audit data and records of the City relating to its performance under this Agreement. TriMet shall be responsible for all auditing costs incurred by TriMet to conduct its audits under this Agreement.
- J. **Documents.** All records, reports, data, documents, systems, and concepts, whether in the form of writings, figures, graphs, or models that are prepared or developed in connection with this Project shall become public property. All design drawings and documents prepared by the City staff under this Agreement shall be property of TriMet. Nothing herein shall prevent the City from retaining original design drawings and providing reproducible copies to TriMet.
- K. **Successors; No Assignment.** The benefits conferred by this Agreement, and the obligations assumed hereunder, shall inure to the benefit of and bind the successors of the Parties. The rights and obligations of each party under this Agreement may not be assigned in whole or in part without the prior written consent of the other party.
- L. **Choice of Law; Place of Enforcement.** This Agreement shall be governed by and construed in accordance with the laws of the State of Oregon.
- M. **Waivers.** No waiver by either party of any provision of this Agreement shall be of any force or effect unless in writing. Except as otherwise provided herein, no waiver made by a party with respect to the performance, or manner or time thereof, or obligation of the other party or any condition inuring to its benefit under this Agreement shall be considered a waiver of any other rights of the party making the waiver or a waiver by the other party not joining in such waiver, and no such waiver shall be construed to be a continuing waiver.
- N. **No Third Party Beneficiaries.** The Parties intend that the rights, obligations, and covenants in this Agreement shall be exclusively enforceable by the Parties. There are no third party beneficiaries to this Agreement, either express or implied.
- O. **Severability/Survivability.** If any clause, sentence, or portion of the terms and conditions of this Agreement becomes illegal, null, or void for any reason, the remaining portions will remain in full force and effect to

the fullest extent permitted by law. All provisions concerning indemnity survive the termination of this Agreement for any cause.

- P. **Interpretation of Agreement.** This Agreement shall not be construed for or against any party by reason of the authorship or alleged authorship of any provision.
- Q. **Integration, Modification, and Administrative Changes.** This Agreement includes the entire agreement between the Parties on the subject matter contained in this Agreement and supersedes any and all prior or contemporaneous written or oral understandings, representations, or communications of every kind. No course of dealing between the Parties and no usage of trade will be relevant to supplement any term used in this Agreement. This Agreement may only be modified in writing by a modification that has been signed by individuals authorized to bind each of the Parties contractually. The Parties shall not make changes to this Agreement through the issuance of permits, approvals, or other administrative requirements or processes.
- R. **Compliance with Law.** The parties recognize that funds provided by the Federal Transit Administration (“FTA”) will be used to pay for a portion of the Project. Each party agrees to comply with all local, state, and federal laws and regulations and fully understands and agrees to comply with all applicable requirements governing the work of FTA and contractors.
- S. **Federal Funding Limitation.** To the extent applicable to each of the respective parties, this Agreement is subject to all federal provisions prescribed for third-party contracts by the federal grant agreement.
- T. **Public Contracting Requirements.** To the extent applicable, the provisions of ORS Chapter 279 are incorporated by this reference as though fully set forth.
- U. **No Partnership.** Each Party is an independent contractor with regard to each other party. No party is an agent or employee of any other party.
- M. **No Participation.** No Party or its employees is entitled to participate in a pension plan, insurance, bonus, or similar benefits provided by any other party.
- N. **Amendments to this Agreement.** This Agreement embodies the full agreement between the Parties with regard to the subject matters set forth herein, unless amended.

EXCEPT FOR THE CHANGES OUTLINED ABOVE, THERE ARE NO OTHER CHANGES TO THIS AGREEMENT AT THIS TIME.

City of Portland

Tri-County Metropolitan Transportation
District of Oregon

By: _____

By: _____

Commissioner of _____

TriMet General Manager

Dated: _____

Dated: _____

APPROVED AS TO FORM

By: _____
City Attorney

By: _____
TriMet Deputy General Counsel

**Exhibit A
Project Schedule**

Summary Schedule for Division Transit Project	
Activity	Schedule Date
FTA Approval to Enter Project Development	2-Oct-15
Locally Preferred Alternative Selected	7-Nov-16
Final Engineering Commences	9-Jun-17
Small Starts Rating Materials Submitted	7-Sept-17
NEPA Clearance Received	20-Dec-18
2019 Appropriation Bill	30-Sep-18
Submit for CGA	3/12/2019
Execute CGA	10/21/2019
Federal Funds Available (1st Tranche)	3-Apr-20
Federal Funds Available (2nd Tranche)	2-Apr-21
Project Complete (2.5 years from CGA)	3-31-23

**Exhibit B
PBOT's Design Submittal Requirements**

	First Review (60%)	Second Review (90%)	Final Review (100%)
Civil	<p>Index of all plan sheets, showing preliminary sheet count and description</p> <p>Limits of demolition identified. Removal of existing facilities identified (curb, pavement, sidewalk, utilities, trees, above-ground street furnishings)</p> <p>Vertical alignment---roadway profiles, curb elevation details, curve data, drainage, sidewalk warping at platforms, doorway elevations in areas of sidewalk replacement, driveway connections</p> <p>Draft of all sheets including sewers, lighting, signals, water, traffic, landscape</p> <p>Preliminary plan view including, curbs, sidewalks, stations, curve data, vaulted s/w limits, sidewalks, driveways</p> <p>Preliminary bubble notes</p> <p>All details identified</p> <p>All utilities shown, both existing and proposed, including poles, vaults and manholes. Verify that proposed foundations do not conflict with underground utilities.</p> <p>Typical roadway sections, including lane widths, roadway x-slope, sidewalk widths, proposed slopes in sidewalk zones, and pavement sections.</p> <p>Proposed storm drainage information: type of facility, location, elevations, piping information, connection point</p> <p>Storm water treatment preliminary design, including calculations, type of facility, locations, dimensions, elevations</p> <p>Street feature preliminary locations identified - art, parking pay stations, station amenities, benches, bike facilities, electrical cabinets</p>	<p>Plan index finalized, showing all sheet numbers and description</p> <p>Comments from 60% review incorporated</p> <p>Vertical alignment conflicts resolved.</p> <p>All sheets including sewers, lighting, signals, water, traffic, landscape finalized</p> <p>Horizontal alignment finalized and all conflicts resolved</p> <p>Bubble notes finalized</p> <p>Details drafted</p> <p>Utility conflicts resolved.</p> <p>Provide sidewalk x-sections in critical areas to ensure match at doorways and 2% pedestrian zone. Provide driveway x-sects for rebuilt d/w's to ensure match.</p> <p>Storm drainage details finalized.</p> <p>Storm water treatment design finalized.</p> <p>Street feature locations finalized</p>	<p>Design complete</p> <p>Incorporate any final comments from 90% review</p>

	<p>Pavement replacement limits identified, and conform to PBOT's pavement replacement standards.</p> <p>Additional Right-of-Way needs and temporary construction easements identified</p> <p>Curb ramp locations identified with preliminary design (dimensions)</p> <p>Geotechnical report submitted, including pavement design section and pole foundation recommendations</p> <p>Any proposed variances from City standards identified and Design Exception application made to PBOT for these items.</p> <p>Preliminary erosion control plan</p> <p>Draft specifications/special provisions</p>	<p>Curb ramp elevation diagram for each proposed curb ramp, and ADA Curb Ramp Design Forms completed.</p> <p>Approved Design Exception documents</p> <p>Final erosion control plan</p> <p>Final specifications/special provisions</p>	<p>Curb ramp designs finalized</p> <p>Final specifications/special provisions</p>
Traffic	<p>Construction staging plan/traffic control plan</p> <p>Proposed signing in the appropriate location.</p> <p>Sign and post data table</p> <p>Show sign installation details, sign details and notes</p> <p>Draft sign-related specs</p> <p>Striping plan, including crosswalks, lane lines and tie in to existing section</p> <p>Striping details and notes</p> <p>Draft striping specs</p> <p>Preliminary Work Zone Traffic Control Plan (including pedestrian traffic).</p> <p>1"=30' scale full size, 1"=60' scale 1/2 size</p>	<p>Construction staging/Traffic control plan finalized</p> <p>Reviewed for correctness (MUTCD, capacity, materials), completeness, clarity, and effectiveness</p> <p>Proposed signing plan that incorporates other street features including street lights, parking signs, driveways, landscaping, etc.) into the plan view</p> <p>Striping plan adjusted to reflect civil design adjustments</p> <p>Final sign-related specs</p> <p>Final striping related specs</p> <p>Staging plans &/or Special traffic mgmt specs</p> <p>Update work zone traffic control plan to account for constructability review</p> <p>Feasibility, effectiveness and safety confirmed.</p>	<p>90% review comments addressed.</p>

Structures	<p>Complete structural design calculations with professional seal and stamp. Structural calculations should be separated from other calculations Draft of all plan sheets</p> <p>Complete design of all structural items (retaining walls, special pole foundations, transit shelters, artwork) Geotechnical reports/recommendations with professional seal and stamp Final construction sequence All structural elements (vaulted s/w's, retaining walls, special pole foundations, transit shelters, artwork) clearly identified on plans (a memo identifying plan sheet #'s with structural details is acceptable) Draft Specifications</p>	<p>Updated specifications</p> <p>Updated Plan Sheets with professional seal and signature Updated structural calculations with professional seal and signature</p>	<p>Final Drawings</p> <p>Final Specifications</p> <p>Stamped Design Calculations</p>
Signals	<p>Traffic signal plans should be designed based on the items listed below and include all existing/proposed civil elements, overhead/underground utilities, street trees, etc. Plans should follow PBOT design and drafting standards.</p>	<p>90% review comments should be regarding minor design changes and drafting edits</p>	<p>Incorporate 90% review comments. Design complete.</p>
	<p>Signal equipment locations: traffic signals and pedestrian poles, controller cabinets, signs, traffic signal and pedestrian signal heads, junction boxes, pedestrian push buttons located</p>		
	<p>Conduit runs and junction boxes sized with correct wiring</p>		
	<p>Phase orientation and phase rotation diagrams</p>		
	<p>Bubble notes</p>		
	<p>Legend</p>		
	<p>Mast arm calculations</p>		
	<p>Termination diagrams</p>		
	<p>Pole orientation and attachment charts</p>	<p>X,Y coordinates and/or station offsets for poles</p>	
	<p>Wiring diagram (blank place-holder)</p>	<p>Wiring diagram complete</p>	
	<p>Overhead signs (traffic control street name signs)</p>		

	Removal plan and/or signal construction staging design		
	Temporary signal designs (if applicable)		
	Power source design including panel and UJB		
	Utility power service design plan		
	Detection plans		
	Detector wiring diagrams		
	Input file diagram and cabinet interface diagram if radar detection		
	Communications design		
	Communications equipment list		
	Plans should show existing utilities <u>grayscaled</u> .		
	All unique details for this project		
	Draft specifications/special provisions	Final specifications/special provisions	Specifications complete
Street Lighting	Lighting plans should be designed based on the items listed below and include all existing/proposed civil elements, overhead/underground utilities, street trees, etc. Plans should follow PBOT design and drafting standards.	90% review comments should be regarding minor design changes and drafting edits	Incorporate 90% review comments. Design complete.
	Proposed pole locations	X,Y coordinates and/or station offsets for poles	
	Diagrams showing circuits and panel schematic		
	Conduit runs and junction boxes sized with correct wiring		
	Power source design including panel and UJB		
	Utility power service design plan		
	Temporary street lighting (as applicable)		
	Type of luminaire		
	Pole schedules with location and type		
	Voltage drop calcs per City standards (i.e. 120V branch breakers)		
	Standard construction notes		
	Unique details (place-holder)	Unique details for the project (complete).	
	Street tree type and locations, removals		

	AGI analysis to support proposed pole locations		
	Existing street lighting (if applicable)		
	Draft specifications/special provisions		
Landscape and Streetscape Design	<p>Preliminary location and type of landscaping</p> <p>Urban Forestry Tree Permit application submitted</p> <p>Existing landscaping removals identified</p> <p>Preliminary irrigation facilities</p> <p>Identify City O and M responsibilities</p>	<p>Final landscaping location and type identified</p> <p>Urban Forestry Tree Permit Issued</p> <p>Final irrigation facilities identified</p> <p>O and M responsibilities finalized</p>	Landscape design complete

**Exhibit C
TriMet Permit Matrix**

PERMIT NAME
Private Property Building Permits
Street Use/Opening Permit
Tree Permits
Public/Private Utility Permit(s)
Sign & Awning Permits
Building Permit for Temporary Construction Staging Permit
Noise Variance Permit
Trade Permit

IGA EXHIBIT D

	Final Design (35% - 100%)		Construction & Start-Up ROM ESTIMATE		Close-Out ROM ESTIMATE	
PBOT	\$	993,095	\$	1,369,140	\$	29,973
BES	\$	30,844	\$	86,656		0
PWB	\$	102,635		TBD		0
BPS	\$	14,461	\$	7,779		0
Parks	\$	3,866		TBD		0
Subtotal	\$	1,144,902	\$	1,463,575	\$	29,973
Total					\$	2,638,450

Division Transit Project PBOT - Transportation Budget 5/22/2018	Design (35-100%) 07/18 - 11/19 Project # T00465			Construction & Start-up 12/19 - 09/22 Project # T00465			Close-out 10/22 - 09/23 Project # T00465			Total for Project		
	hours	rate *	total	hours	rate *	total	hours	rate *	total	hours		total
PBOT												
Major Projects Partnerships												
Teresa Boyle	469	110.07	51,660	323	115.57	37,292	0	121.35	0	792		88,951
Caitlin Reff	939	87.39	82,030	968	91.76	88,823	176	96.35	16,957	1907		187,810
Mimi Phillips	235	31.68	7,434	161	70.00	11,293	0	73.50	0			18,728
Other MPP staff												0
Major Projects Partnerships Subtotal	1643		\$ 141,124	1452		\$ 137,408	176		\$ 16,957	2699		\$ 295,489
Policy and Regional Planning												
Other PRP staff			0			0			0	0		0
Policy & Reg Planning Subtotal	0		\$ -	0		\$ -	0		\$ -	0		\$ -
Area and Project Planning												
Other APP staff			0			0			0	0		0
Area & Proj Planning Subtotal	0		\$ -	0		\$ -	0		\$ -	0		\$ -
Complete Streets												
Denver Igarita	59	93.09	5,461	161	97.74	15,770	0	102.63	0	220		21,231
Roger Geller	264	79.01	20,859	176	82.96	14,601	0	87.11	0	440		35,460
Michelle Marx	264	81.85	21,608	176	85.94	15,126	0	90.24	0	440		36,734
April Bertelson	59	86.08	5,079	176	90.38	15,908	0	94.90	0	235		20,906
David Galat												
Robert Hillier												
Other Complete Streets staff			0			0			0	0		0
Complete Streets Subtotal	587		\$ 53,007	689		\$ 61,404	0		\$ -	1335		\$ 114,411
Traffic Design												
Lewis Wardrip	128	138.32	17,705	0	145.24	0	0	152.50	0	128		17,705
Jamie Jeffrey	128	110.86	14,190	0	116.40	0	0	122.22	0			14,190
Michelle Dellinger	576	100.06	57,635	484	105.06	50,850	0	110.32	0	1060		108,485
Other Traffic Design staff			0			0			0	0		0
Traffic Design Subtotal	832		\$ 89,530	484		\$ 50,850	0		\$ -	1060		\$ 140,380
Signals and Street Lights												
Peter Koonce	40	121.42	4,857	40	127.49	5,100	0	133.87	0	80		9,956
Charles Radosta	188	110.07	20,693	258	115.57	29,818	0	121.35	0	0		50,511
Titus Reynolds	210	75.29	15,811	0	79.05	0	0	83.01	0	210		15,811
Mark Haines	629	86.45	54,399	678	90.77	61,544	0	95.31	0	0		115,942
Willie Rotich	43	107.06	4,604	387	112.41	43,504	0	118.03	0	430		48,107
Rob Jennings	43	77.19	3,319	387	81.05	31,366	0	85.10	0	430		34,685
Dan Spoelstra	280	68.73	19,210	226	72.17	16,310	0	75.77	0	506		35,520
Lisa Elbert	86	70.00	6,020	43	73.50	3,161	0	77.18	0	0		9,181
Oliver Smith	0	0	0	0	0.00	0	0	0.00	0	0		0
Electrician (Mark Hiatt)	0	0	0	572	0.00	0	0	0.00	0	0		0
Other Sigs and Stl staff	0	95.00	0	0	99.75	0	0	104.74	0	0		0
Sigs & Stl Subtotal	1519		\$ 128,912	2591		\$ 190,801	0		\$ -	80		\$ 319,714
Parking												
Other Parking	0		10,000	0		10,000	0		0	0		20,000
Parking Subtotal	0		\$ 10,000	0		\$ 10,000	0		\$ -	0		\$ 20,000
Civil Design												
Linda Williams	576	100.60	57,946	323	105.63	34,083	0	110.91	0	899		92,029
Kim Roske	64	96.75	6,192	0	101.59	0	0	106.67	0	64		6,192
Other Civil Design			0			0			0	0		0
Civil Design Subtotal	640		\$ 64,138	323		\$ 34,083	0		\$ -	963		\$ 98,221
Construction Inspection												
Todd Liles	40	112.97	4,519	40	118.62	4,745	0	124.55	0			9,264
Lead Inspector	80	110.87	8,870	1936	116.41	225,377	0	122.23	0			234,246
Other Construction Inspection			0			0			0			0
Con Inspect Subtotal	120		\$ 13,388	1976		\$ 230,121	0		\$ -	0		\$ 243,510
Bridges and Structures												
Cameron Glasgow	8	105.06	840		110.31	0	0	115.83	0			840
Cedar Heinle	36	100.03	3,601									3,601
Other Structures			0			0			0			0
Structures Subtotal	44		\$ 4,441	0		\$ -	0		\$ -	0		\$ 4,441
Right of Way												
David McEldowney	116	95.42	11,069	116	100.19	11,622	0	105.20	0			22,691
Dee Walker	540	76.34	41,224	540	80.16	43,285	0	84.16	0			84,508
Other ROW			0		0.00	0		0.00	0			0
Right of Way Subtotal	656		\$ 52,292	656		\$ 54,907	0		\$ -	0		\$ 107,199
Materials & Services												
Misc. M&S			\$ 5,000			\$ 5,000			\$ -			\$ 10,000
M&S Total			\$ 5,000			\$ 5,000			\$ -			\$ 10,000
PBOT SUBTOTAL			\$ 561,833			\$ 774,576			\$ 16,957			\$ 1,353,366
Overhead			\$ 431,263			\$ 594,564			\$ 13,016			\$ 1,038,843
Overhead Rate for PBOT (except BOM)		76.76%			76.76%			76.76%			76.76%	
PDOT SUBTOTALS PER PHASE			\$ 993,095			\$ 1,369,140			\$ 29,973			\$ 2,392,209
PBOT TOTAL			\$ 993,095			\$ 1,369,140			\$ 29,973			\$ 2,392,209

* all wage rates include benefits and accrued leave

	# mo in phase	#hrs in phase	prod hrs/yr
Final Design (35-100%)	16	2347	1760
Construction & Start-Up	22	3227	
Close-Out	12	1760	

Division Transit Project
BES Project Staffing Plan
Design & Construction Phases
 BES Project # E10931

Employee	Design Phase (35 - 100%) 07/18 - 11/19			Construction Phase 12/19 - 09/22			Employee Totals
	Hours	Rate*	Totals	Hours	Rate*	Totals	
Dave Nunamaker	150	\$73.52	\$11,028.00	100	\$73.52	\$7,352.00	\$18,380.00
Ryan Corti	25	60.48	1,512.00	15	60.48	907.20	2,419.20
Rob Cozzi	15	81.05	1,215.75	10	81.05	810.50	2,026.25
Ray Lions	10	64.78	647.80	50	64.78	3,239.00	3,886.80
Sr. Inspector	3	59.88	179.64	10	59.88	598.80	778.44
Inspector I	8	53.54	428.32	35	53.54	1,873.90	2,302.22
Constr. Tech I	8	39.80	318.40	25	39.80	995.00	1,313.40
Jeremy Person	5	58.71	293.55	8	58.71	469.68	763.23
Laura Sloan				10	56.77	567.70	567.70
Contract/Invoices							Invoice Totals
Construction Mgmt.			500.00			25,000.00	25,500.00
Mat'l Testing Lab						5,000.00	5,000.00
BES Revegetation						24,000.00	24,000.00
Totals	224		\$16,123.46	263		\$70,813.78	\$86,937.24
Overhead Rate							
Total w/ OH **			\$30,843.88			\$86,655.72	
Grand Total			\$117,499.61				

* Rate = Labor + Benefits + Leave Accrual

** Overhead Rate = Bureau Rate FY 2018 @ 94.22%

Division Transit Project
PWB Project Staffing Plan
Design & Construction Phases
 PWB Project # XXXXXX

Employee	Design Phase (35 - 100%) 07/18 - 11/19			Construction Phase 12/19 - 09/22			Employee Totals
	Hours	Rate*	Totals	Hours	Rate*	Totals	
Cherri Warnke	138	\$96.62	\$13,333.56			\$0.00	\$13,333.56
CADD Tech II	138	66.62	9,193.56			0.00	9,193.56
Engineer	138	101.30	13,979.40			0.00	13,979.40
Senior Engr Asso	46	91.90	4,227.40			0.00	4,227.40
Senior Engineer	46	111.45	5,126.70			0.00	5,126.70
Supervising Engineer	37	119.82	4,433.34			0.00	4,433.34
			0.00			0.00	0.00
			0.00			0.00	0.00
						0.00	0.00
Contract/Invoices							Invoice Totals
							0.00
							0.00
							0.00
Totals	543		\$50,293.96	0		\$0.00	\$50,293.96
Overhead Rate 17/18		1.04	\$52,340.92				\$52,340.92
Total w/ OH **							
Grand Total			\$102,634.88				\$102,634.88

* Rate = Labor + Benefits + Leave Accrual
 ** Overhead Rate = PWB Bureau Rate FY 2018 @ 104.07%

**Division Transit Project
BPS Project Staffing Plan
Design & Construction Phases
BPS Project # XXXXXX**

Employee	Design Phase (35 - 100%) 07/18 - 11/19			Construction Phase 12/19 - 09/22			Employee Totals
	Hours	Rate*	Totals	Hours	Rate*	Totals	
Marty Stockton	100	\$44.25	\$4,425.00	40	\$46.46	\$1,858.50	\$6,283.50
Ryan Curren	80	\$43.04	3,443.20	80	\$45.19	3,615.36	7,058.56
City Planner 1 Urban Design	40	\$35.00	1,400.00	0	\$36.75	0.00	1,400.00
Samuel Garcia	40	\$22.70	908.00	0	\$23.84	0.00	908.00
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
						0.00	0.00
Contract/Invoices							Invoice Totals
							0.00
							0.00
							0.00
Totals	260		\$10,176.20	120		\$5,473.86	\$15,650.06
Overhead Rate			4,285.20			\$2,305.04	
Total w/ OH **			\$14,461.40			\$7,778.90	
Grand Total			\$22,240.30				

* Rate = Labor + Benefits + Leave Accrual
 ** Overhead Rate = Bureau Rate FY 2018 @ 42.11%

**Division Transit Project
Parks Project Staffing Plan
Design & Construction Phases
Parks Project # XXXXXX**

Employee	Design Phase (35 - 100%)			Construction Phase			Employee
	Hours	Rate*	Totals		Rate*	Totals	Totals
Tree Inspector	39	\$67.15	\$2,618.85		\$67.15	\$0.00	\$2,618.85
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
			0.00			0.00	0.00
						0.00	0.00
Contract/Invoices							Invoice Totals
							0.00
							0.00
							0.00
Totals	39		\$2,618.85	0		\$0.00	\$2,618.85
Overhead Rate		0.4762	1,247.10		0.4762	\$0.00	
Total w/ OH **			\$3,865.95			\$0.00	
Grand Total			\$3,865.95				

* Rate = Labor + Benefits + Leave Accrual

** Overhead Rate = Bureau Rate FY 2018 @ 47.62%

mo in
phase

Design (35-100%) 07-

18 - 08/19 13

Construction 22

Close-Out 28