

## AMENDMENT NO. 1

The State of Oregon, acting by and through its Department of Transportation, hereinafter referred to as "ODOT" or "Agency", and City of Portland, hereinafter referred to as "City", entered into an intergovernmental agreement on June 17, 2014 ("Agreement"). Said Agreement covers a Transportation and Growth Management grant for City of Portland, Tryon and Stephens Headwaters Neighborhood Street Plan.

It has now been determined by ODOT and City that the Agreement referenced above, although remaining in full force and effect, shall be amended to increase the project dollar amount, and include an addendum to the Statement of Work. Except as expressly amended below, all other terms and conditions of the Agreement are still in full force and effect.

**Exhibit A, the Statement of Work, shall be amended to include an addendum to the Statement of Work.**

**Paragraph B of Section 2 (Terms of Agreement); which currently reads:**

"Grant Amount. The Grant Amount shall not exceed \$106,032."

**Shall be amended to read:**

"Grant Amount. The Grant Amount shall not exceed \$126,032."

**Paragraph C of Section 2 of (Terms of Agreement); which currently reads:**

"City's Matching Amount. The City's Matching Amount is \$14,459 or 12% of the Total Project Costs."

**Shall be amended to read:**

"City's Matching Amount. The City's Matching Amount is \$17,186 or 12% of the Total Project Costs."

This Amendment may be executed in several counterparts (facsimile or otherwise) all of which when together shall constitute one agreement binding on all Parties,

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notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Amendment so executed shall constitute an original.

IN WITNESS WHEREOF, the parties hereto have set their hands as of the day and year hereinafter written.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives are duly authorized, have read this Agreement, understand it, and agree to be bound by its terms and conditions.

**STATE OF OREGON**, by and through  
its Department of Transportation

By \_\_\_\_\_  
Division Administrator, Transportation  
Development Division

Date \_\_\_\_\_

City of Portland

By \_\_\_\_\_  
Official's Signature

Date \_\_\_\_\_

**Contact Names:**

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APPROVED AS TO FORM

  
CITY ATTORNEY 5/14/15

**ADDENDUM TO  
EXHIBIT A  
Statement of Work  
City of Portland  
Tryon and Stephens Headwaters Neighborhood Street Plan**

**Task 2, Subtask 3 shall be deleted in its entirety and replaced with the following:**

3. **Existing Conditions Memo** – City shall prepare an Existing Conditions Memo discussing transportation and stormwater features and conditions in the Transportation Study Areas, as well as plans, policies and previous studies pertaining to the Study Area. At a minimum Existing Conditions Memo must review and summarize applicable provisions of the Metro 2035 Regional Transportation Plan and 2014 RTP Update project lists, Draft Regional Active Transportation Plan, SW Corridor Plan Active Transportation Evaluation Report and Phase 1 Steering Committee Recommendation, Tri-Met Pedestrian Network Analysis, and City’s 1999 Barbur Streetscape Plan (TGM), 2001 SW Street Master Plan (TGM), SW Trails Plan, 2012 Street by Street Initiative, 2013 Working Draft Comprehensive Plan and Citywide Systems Plan, Transportation System Plan, 2012 Cully Commercial Corridor and Local Street Plan, 2013 Barbur Concept Plan, Stephens Creek Stormwater System Plan, Fanno and Tryon Creek plans, and zoning code. Regional and City street classifications for all modes, street connectivity (policy and existing conditions) and street design standards must also be reviewed. In addition, Existing Conditions Memo must document existing transportation system data including current traffic volumes, including for streets with higher-than-average cut-through traffic, and street surface conditions on major city streets, collectors and local streets within the Study Area. Existing conditions Memo must document topography, geo-hydro (soil) conditions, stormwater infrastructure and system deficiencies in the Study Area. City shall revise Existing Conditions Memo based on comments from the PWG at PWG Meeting #1. City shall meet internally to normalize data between PBOT and BES and create information on areas with street and stormwater constraints, compiling information from the Community roll and stroll and PWG Meeting #1. Stakeholders from both watersheds (Tryon and Stephens Creek) and PBOT staff shall include combined information, including record of historical stormwater complaints within the neighborhood.

**Task 2 City Budget shall be deleted in its entirety and replaced with the following:  
City Budget: \$41,332**

**Task 3, Subtask 1 shall be deleted in its entirety and replaced with the following:**

1. **Needs, Opportunities, Constraints and Tools Memo** – City shall prepare a Needs, Opportunities, Constraints and Tools Memo discussing factors to be considered in

developing local street and stormwater solutions in the Study Area. The Needs, Opportunities, Constraints and Tools Memo must:

- identify needs and deficiencies in the local street system and stormwater system, and opportunities and constraints for improving substandard local streets and unimproved rights-of-way. Deficiencies may include known deficiencies in the existing system, a lack of infrastructure (e.g., no stormwater system), and deficiencies in existing policies.
- document in map format planned future connections in the Southwest Master Street Plan (2001) which have and have not been built to date.
- identify and describe tools for local street design and implementation to address identified street network and stormwater infrastructure needs and deficiencies.
- identify and describe right-of-way improvements, non-roadway and interim uses, and maintenance options for unimproved streets where right-of-way is excessive or is not needed for vehicle circulation or access.
- discuss the applicability, pros, cons and trade-offs for each tool, and establish criteria for evaluating and selecting local street and stormwater solutions in the subsequent task.

PBOT and BES shall meet to coordinate each section of the Needs, Opportunities, Constraints and Tools Memo to determine which tools are appropriate with existing conditions and needs, including how transportation and stormwater tools could be combined to meet the combined transportation and stormwater needs. PBOT and BES shall coordinate to create maps to document these issues and complaints gathered in Task 2 to share with the PWG at Meeting #2. City shall revise the Needs, Opportunities, Constraints and tools Memo to reflect comments from the PWG and Open House #1.

**Task 3 City Budget shall be deleted in its entirety and replaced with the following:**  
 City Budget: \$40,481

**Task 4 shall be deleted in its entirety and replaced with the following:**

#### **Task 4: Developing Solutions**

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##### **Objectives**

- Develop and evaluate a set of local street connectivity and improvement solutions that seek to complete the bicycle and pedestrian transportation systems, improve bicycle, pedestrian, transit and local vehicular access and integrate appropriate stormwater solutions.
- Develop a typology system to classify local streets according to their functions, and identify appropriate street design and stormwater features for each classification.

##### **Methodology**

1. **Local Street and Stormwater Solutions Memo** - Based on information in the Needs, Opportunities, Constraints and Tools Memo, City shall prepare a Local Street Solutions

Memo. The Local Street and Stormwater Solutions Memo must:

- Develop a street and pathway plan to provide improved facilities and network connectivity in the Study Area, and recommended street improvement design options to address implementation challenges such as construction cost, right-of-way needs, engineering standards and stormwater requirements.
- Develop a set of improvement options with planning-level cost estimates (at a concept level) that include the range of roadway, pathway, stormwater options and considers the compatibility of alternative (non-motor vehicle) uses of excess right-of-way.
- Identify stormwater management tools for addressing runoff from improvements in the right-of-way
- Establish a local street typology and guidance for determining which specific design options are appropriate on neighborhood streets considering their type and function (local service and neighborhood collector), as well as for unimproved rights-of-way based upon street context (land use/geographic setting), the surrounding street network, and local street function, integrating stormwater solutions
- Designate the primary active transportation network and determine investment priorities based on expressed community desires, access to transit, local businesses and neighborhood destinations, and opportunities to leverage planned stormwater investments

PBOT and BES shall coordinate on a flowchart and typology for both transportation and stormwater to help frame the “menu” of options to help select appropriate options to address both needs. PBOT and BES shall host a number of internal City working group meetings to solicit feedback from stakeholders both within PBOT and BES including, but not limited to, the applicable watershed managers, maintenance staff, planners, active transportation staff, and development review staff. These working group meetings will help identify transportation and stormwater typologies, and work through the communications plan for PWG Meeting #3 and Open House #2. City shall revise Local Street and Stormwater Solutions Memo based on comments from the PWG and Open House #2.

2. **PWG Meeting #3** - City shall facilitate PWG Meeting #3 to present findings from the Local Street and Stormwater Solutions Memo and document participant comments.
3. **Open House #2** - City shall facilitate Open House #2 to present the Local Street and Stormwater Solutions Memo. City shall present the Task 4 deliverables and document participant comments.

**City Deliverables:**

- A. Draft and Final Local Street and Stormwater Solutions Memo (including Local Street Typology)(4.1)
- B. PWG Meeting #3 (4.2)
- C. Open House #2 (4.3)

**City Budget:** \$53,417

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**Task 5, Subtask 1 shall be deleted in its entirety and replaced with the following:**

1. **Implementation Report** – City shall prepare an adoption-ready Implementation Report. The Implementation Report implements the recommended transportation and stormwater solutions for the Study Area, and must consist of:
  - Findings and recommendations for Transportation System Plan amendments, including revisions to street classifications, master street plan and TSP project lists
  - Street plan and stormwater recommendations and guidance on applying street improvement options for improving multimodal access through roadway and frontage improvements, managing stormwater, and enabling community use and maintenance of unpaved streets
  - Designation of the active transportation network and prioritization of roadway and pathway improvements serving routes to schools, parks, transit, commercial areas and other community destinations
Implementation Report must be revised based on comments from the PWG.

PBOT and BES shall coordinate to include both transportation and stormwater aspects into the implementation report, including confirming with appropriate internal staff that the report is appropriate for both Bureaus and implementable from both the transportation and stormwater perspectives.

**Task 5 City Budget shall be deleted in its entirety and replaced with the following:**  
**City Budget: \$27,062**

### CITY BUDGET

TGM Budget by Task table shall be deleted in its entirety and replaced with the following:

<i>Task</i>		<i>TGM Budget</i>	<i>Local Match</i>	<i>Total Budget</i>
1	<b>Project Management and Public Involvement</b>	\$11,013	\$3,777	\$14,790
2	<b>Existing Conditions</b>	\$30,754	\$10,578	\$41,332
3	<b>Needs, Opportunities and Constraints</b>	\$27,685	\$12,796	\$40,481
4	<b>Developing Solutions</b>	\$38,103	\$15,314	\$53,417
5	<b>Final Plan/Implementation</b>	\$18,477	\$8,585	\$27,062
	<b>TGM TOTAL</b>	<b>\$126,032</b>	<b>\$51,050*</b>	<b>\$177,082</b>

\*The City is overmatching the required City Match Amount of \$17,186 by \$33,864.