

Project History & Timeline (by Fiscal Year, since inception, Federally Funded CCT Projects):

FY12-13: City applied to Metro for funding on November 7, 2011 and was awarded \$5.1M in Regional Flexible Funds (RFF) on January 24, 2012.

FY13-14: the scope-of-work for the project was finalized in the Project Prospectus and accepted by ODOT on December 5, 2013. ODOT IGA #29237 and #29238 were executed in January 2014. On February 5, 2014 CH2M-Hill was selected as the primary consultant for design and planning services under the ODOT Mini-RFP Program. In May 2014 CH2M-Hill was issued a Notice-to-Proceed (NTP) with work on phases A & B of the project.

FY14-15: CH2M completed 30% design for phase A and narrowed phase B down to 3 alignments for consideration. 30% design review was completed and CH2M had started working on 60% design plans by July 1, 2015.

FY15-16: SW Villa Road segments was removed from Phase A by administrative decision from Metro due to increased project costs and requirement to improve the existing, functional off-street path to a ¾" local street section, which was well beyond the intended scope-of-work. Phase B was approximately 50% complete by the end of the FY15-16.

FY16-17: CH2M delivered 60% design plans for phase A in mid-winter 16-17. ODOT and City review comments were returned in late spring 2017. Project was re-evaluated for costs and substantial scope creep was identified along the SW Oregon St segment of Phase A to accommodate the on-street trail (sidewalk), specifically extensive crosswalk improvements at each side street. The preferred alignment for Phase B was endorsed by the LTAC and TTAC in fall 2016 and formerly accepted by the Parks & Recreation Board in winter 16-17.

FY17-18: Metro/FHWA requested project costs and extents be re-evaluated due to scope creep, increased construction costs, and unforeseen impacts to railroad right-of-way that would have taken 2-3 years to resolve. FHWA audit revealed City would be unable to deliver the SW Oregon St segment with the same budget and within the timeframes outlined in the IGA. Official Project Change Request (PCR) was initiated through Metro at the end of FY 17-18.

FY18-19: PCR recorded at FHWA. City's initial ROW resolution was adopted on December 4, 2018. SW Alexander Lane was re-designed and incorporated into 90% design plans; an additional ROW case-file discovered. Original design services IGA w/ ODOT was amended and re-adopted by City Council on February 19, 2019. New design services IGA was established w/ ODOT on April 27, 2019. Appraisal cost estimates, draft legal descriptions/exhibits, and revised schedule delivered to ODOT staff for pre-certification at end FY 18-19.

FY19-20: FHWA obligated the ROW funds and ODOT issued the official NTP w/ ROW work on August 28th, 2019. The ROW negotiations took approximately 12-months to complete. Final 100% design plans and specifications were submitted for agency review on June 30, 2020.

FY20-21: ROW condemnation proceedings were avoided and the project has transitioned into the start of construction. Construction will begin in may and continue into the next fiscal year as described in more detail above.

FY21-22: majority of the construction activity between the highway and Stella Olsen Park will likely occur between July 2021 and February 2022. Construction will be entirely completed in FY21-22.

FY22-23: Maintenance bond items will be addressed at the 1-year & 2-year periods, and bonds released accordingly prior to the project being accepted by the City as an asset.

End of timeline