

## Council meeting agenda

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Thursday, June 10, 2021

2:00 PM

<https://zoom.us/j/615079992> or  
888-475-4499 (toll free)

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**Revised 6/10**

Please note: To limit the spread of COVID-19, Metro Regional Center is now closed to the public.

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> or 888-475-4499 (toll free).

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- 1. Call to Order and Roll Call**
- 2. Public Communication**

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by noon on the day of the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at [legislativecoordinator@oregonmetro.gov](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

- 3. Presentations**

- 3.1 Supportive Housing Services Audit Presentation [21-5564](#)

Presenter(s): Brian Evans, Metro

Attachments: [SHS Audit Highlights May 2021](#)  
[SHS Audit May 2021](#)

**4. Consent Agenda**

- 4.1 Consideration of the Council Meeting Minutes for May 27, 2021 [21-5568](#)

Attachments: [052721](#)

- 4.2 Resolution No. 21-5177, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Reprogram Unified Planning Work Program (UPWP) Annual Program Estimates Outside the Constrained MTIP to Avoid Obligation Target Conflicts Impacting Metro, Plus Add One and Cancel One Project Impacting Multnomah County and ODOT (MA21-10-MAY) [RES 21-5177](#)

Attachments: [Resolution No. 21-5177](#)  
[Exhibit A to Resolution No. 21-5177](#)  
[Staff Report](#)

- 4.3 Resolution No. 21-5181, For the Purpose of Confirming the Reappointment of Two Members and Appointment of Two New Members to the Metro Audit Committee [RES 21-5181](#)

Attachments: [Resolution No. 21-5181](#)  
[Exhibit A to Resolution No. 21-5181](#)  
[Staff report](#)

**5. Resolutions**

- 5.1 Resolution No. 21-5174, For the Purpose of Adopting the Annual Budget for Fiscal Year 2021-22, Making Appropriations and Levying Ad Valorem Taxes [RES 21-5174](#)

Presenter(s): Marissa Madrigal, Metro  
Cinnamon Williams, Metro

Attachments: [Resolution No. 21-5174](#)  
[Staff Report](#)  
[Council Summary Document & Attachments](#)

5.1.1 Public Hearing for Resolution No. 21-5174

- 5.2 Resolution No. 21-5178, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for the Blue Lake Park Operation and Maintenance Facilities Project

[RES](#)  
[21-517](#)  
[8](#)

Presenter(s): Gabriele Schuster, Metro  
Brent Shelby, Metro

Attachments: [Resolution 21-5178](#)  
[Staff Report](#)  
[Exhibit A to Staff Report](#)

5.2.1 Public Hearing for Resolution No. 21-5178

**6. Ordinances (First Reading and Public Hearing)**

- 6.1 Ordinance No. 21-1463, For the Purpose of Annexing to the Metro District Boundary Approximately 9.78 Acres Located West of SW Roy Rogers Road in Tigard

[ORD 21-1463](#)

Presenter(s): Tim O'Brien, Metro

Attachments: [Ordinance No. 21-1463](#)  
[Exhibit A to Ordinance No. 21-1463](#)  
[Staff Report](#)  
[Attachment 1 to Staff Report](#)

6.1.1 Public Hearing for Ordinance No. 21-1463

**7. Chief Operating Officer Communication**

**8. Councilor Communication**

**9. Adjourn**

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### Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights). Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullanka dadweynaha, wac 503-797-1700 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmaha shaqo ka hor kullanka si loo tixgaliyo codsashadaada.

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬស្នើសុំទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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<b>Gresham</b> Channel 30 - MCTV <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a> <i>Ph:</i> 503-491-7636 Call or visit web site for program times.	<b>Washington County and West Linn</b> Channel 30– TVC TV <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a> <i>Ph:</i> 503-629-8534 Call or visit web site for program times.
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**PLEASE NOTE:** Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site [www.oregonmetro.gov](http://www.oregonmetro.gov) and click on public comment opportunities.

Agenda Item No. 3.1

**Supportive Housing Services Audit Presentation**

*Presentations*

Metro Council Meeting  
Thursday, June 10, 2021



## Supportive Housing Services:

*Set annual goals to clarify performance expectations*

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May 2021

A Report by the Office of the Auditor

**Brian Evans**

*Metro Auditor*

**Nicole Pexton**

*Senior Management Auditor*

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**File an online report at [www.metroaccountability.org](http://www.metroaccountability.org)**





**Brian Evans**  
**Metro Auditor**

600 NE Grand Ave  
Portland, OR 97232-2736  
TEL 503 797 1892, FAX 503 797 1831

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## MEMORANDUM

To: Lynn Peterson, Council President  
Shirley Craddick, Councilor, District 1  
Christine Lewis, Councilor, District 2  
Gerritt Rosenthal, Councilor, District 3  
Juan Carlos González, Councilor, District 4  
Mary Nolan, Councilor, District 5  
Bob Stacey, Councilor, District 6

From: Brian Evans, Metro Auditor

**Re: Audit of Performance Measures for the Supportive Housing Services Program**

This report covers the audit of performance measures for the Supportive Housing Services program. The purpose was to determine if performance measures were aligned with the ballot measure's intent and consistent with best practices for evaluating performance.

Effective and efficient performance measurement requires clarity about what is expected to be achieved and data to evaluate progress toward those outputs and outcomes. Uncertainties about the amount of revenue that will be generated from the new taxes, as well as uncertainty about the supply and demand for these services make it more difficult to set appropriate expectations about the measure's intended outcomes. These challenges existed before 2020, but Covid-19 and wild fires have created additional unknowns.

Data challenges could impact the comparability, reliability, and accuracy of what gets measured. Regional goals and measures were approved in December 2020, but they did not identify data sources. Some common data points to evaluate outputs and outcomes are already tracked in each county, which can provide a starting point for performance measures and targets.

Multnomah County had a significantly larger share of the measure's primary target population in 2019. After estimated revenue is allocated for tax collection, administrative and other non-program costs, the revenue available per individual may vary considerably between the counties. Variation in funding could impact performance expectations among the counties.

We have discussed our findings and recommendations with Marissa Madrigal, COO; Elissa Gertler, Planning and Development Director; and Patricia Rojas, Housing Program Manager. A formal follow-up to this audit will be scheduled within five years. We would like to acknowledge and thank all of the employees who assisted us in completing this audit.

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## Summary

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Voters approved a ballot measure to fund supportive housing services in May 2020. The measure was intended to generate about \$250 million annually to provide rental assistance and other services to reduce the number of people experiencing chronic homelessness and prevent people from becoming homeless.

The three counties in the region (Clackamas, Multnomah, and Washington) are the primary implementers of the measure. Metro plays an important role in convening and staffing an oversight committee, collecting the tax, and developing policies and procedures to distribute funding.

This audit was designed to take an early look at performance measures. Performance measures provide accountability and transparency in the management of public resources. They typically link program inputs, outputs and outcomes to show what can be expected from new or existing resources.

Uncertainties about the inputs of supportive housing services (available revenue, supply and demand for services) make it more difficult to set reasonable performance targets for outputs and outcomes. Each input has been impacted by Covid-19 and the wildfires that occurred in 2020.

An incremental approach to performance management will be needed to be responsive to the unique challenges facing the region at this moment in time. Regional goals and measures were approved in December 2020, but they did not identify data sources. Data challenges could impact the comparability, reliability, and accuracy of what gets measured. Some common data points to evaluate outputs and outcomes are already tracked in each county, which can provide a starting point for performance measures and targets.

The way tax revenue was allocated among the counties has the potential to create inequities. Some variation in funding per individual may be appropriate given the different service models among the counties. However, it could be difficult to sustain for the duration of the program if one county continues to have 85% of the region's priority population, but receives 45% of the tax revenue.

The report includes three recommendations to be responsive to uncertainty about the measure's inputs, strengthen oversight and accountability, and ensure compliance with the program's requirements.

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## Background

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This audit was designed to take an early look at the performances measures for the region's supportive housing services program. Performance measures provide accountability and transparency in the management of public resources. They assess how well programs and services achieve intended results. When combined with expenditure information, performance measures allow the public to make a connection between government services and the resources used to provide those services.

Voters in the Metro region approved a ballot measure to fund supportive housing services in May 2020. The measure was intended to generate about \$250 million annually to provide rental assistance and other services to reduce chronic homelessness and prevent people from becoming homeless. Revenue for the measure's services will be generated from a marginal tax on personal income (1%) and business profits (1%) above certain thresholds. New taxes began in January 2021 and expire after ten years unless renewed by voters.

The three counties in the region (Clackamas, Multnomah, and Washington) are the primary implementers of the measure. Metro plays an important role in convening and staffing an oversight committee, collecting the tax, and developing policies and procedures to distribute funding. At Metro, the Chief Operating Officer's Office, Office of Metro Attorney, Planning and Development (Planning), and Finance and Regulatory Services (FRS) are the primary departments involved in implementation. Planning employees staff the oversight committee and were the lead on policy development for the distribution of funds. FRS was the lead on tax collection and tax policy development.

The initial budget to implement the measure for fiscal year (FY) 2020-21 was about \$52 million including four full-time equivalent employees. The budget recognized about \$51 million in estimated revenue resulting from the measure during the first six months of tax collection (January 2021 through June 2021). About \$24 million was from estimated income and business taxes during that period. The other \$27 million was from a loan to cover initial expenses that were planned to be repaid after taxes were collected.

Metro will use new revenue to cover the cost of collecting the tax as well as five percent of the total for administration. Another five percent was set aside for a regional strategy implementation fund. The remaining revenue was to be allocated proportionally to each county based on the size of their tax base. Clackamas County will get 21.33%, Multnomah County will get 45.33%, and Washington County will get 33.33%. Each local implementation partner was also allowed to retain five to ten percent for administration depending on the service provided.

Metro and the city of Portland entered into an intergovernmental agreement (IGA) for tax collection. Metro will pay the city \$19 million annually during the first two years. Annual costs thereafter will be about \$12 million per year.

## Exhibit 1 Funding for county programs could vary widely during the first two years of the new taxes

Fixed Costs	Low Revenue Scenario*	High Revenue Scenario**
Tax Collection	\$19,239,297	\$19,239,297
Metro Administration (5%)	\$4,038,035	\$11,538,035
Regional Strategy Implementation Fund (5%)	\$3,836,133	\$10,961,133
Available for County Programs^		
Clackamas (21.33%)	\$13.9 – \$14.7 million	\$39.8 – \$42.1 million
Multnomah (45.33%)	\$29.6 – \$31.3 million	\$84.5 – \$89.4 million
Washington (33.33%)	\$21.7 – \$23.0 million	\$62.1 – \$65.8 million

Source: Auditor's Office analysis of the program work plan, Measure 26-210, and Metro Code.

\* Assuming \$100 million is collected annually

\*\* Assuming \$250 million is collected annually

^ Depending on the program type (10% can be retained to administer rental voucher programs; 5% can be retained to administer all other programs)

To receive funding, each county will be required to develop a local implementation plan (LIP) and an IGA with Metro. LIPs describe local housing and homeless service needs, current programming and unmet programming capacities, proposed use of funds, and a strategy for advancing racial equity and ensuring community engagement in implementation. The LIPs are required to be approved by the oversight committee, board of county commissioners, and Metro Council. IGAs provide the legal agreement between Metro and the county to document how funding will be allocated and what services will be provided for that funding. Both documents serve important roles for setting performance expectations.

Metro convened a stakeholder advisory group to provide input on performance measures. The group met from July to September 2020. The group included service providers and other housing services experts. Metro also convened a tax advisory group that began meeting in July 2020. That group included tax experts from the public and private sectors. Input from these groups was used to inform changes to Metro Code and the program's work plan that were adopted by Metro Council in December 2020. Metro also appointed a 15-member oversight committee around that time to monitor performance and spending.

Program documents also specified other requirements including a commitment from each county not to decrease existing general fund commitments for supportive housing services. This was intended to prevent counties from using the new revenue to replace current funding levels. Implementation partners were required to commit 75% of their funding to people experiencing long-term or frequent episodes of homelessness who also have a disabling condition. The remaining funding was prioritized for people experiencing homelessness or people at substantial risk of homelessness. The program's work plan also called for the creation of a tri-county planning group to identify regional goals, strategies, and outcome metrics.

The housing services measure was related to Metro’s affordable housing bond (\$652.8 million) that was approved by voters in November 2018. That measure promised 1,600 deeply affordable units for people with very low-incomes (0%-30% median family income). Additional rental vouchers funded by the supportive housing measure were intended to ensure new housing units built using housing bond funds would be affordable to very low-income renters.

Metro initially declined to refer the measure to voters in December 2019, but decided to take a more active role in February 2020. As a result, the process to refer the measure was accelerated and a number of key details were left unresolved or changed right up to the deadline to include the measure on the May 2020 election ballot.

For example, the initial revenue estimate was not based on the tax rate proposed by the *Here Together Coalition* that developed the measure. Their work was based on a taxing the full income (Scenario 1 in Exhibit 2) of high income tax payers, but Metro’s referral was based on a marginal rate (Scenario 2 in Exhibit 2). Using a marginal rate would have generated significantly less revenue (see total boxes in Exhibit 2). Metro added a tax on business income a week before the measure was referred to voters.

## Exhibit 2 Initial estimates were based on taxing the full amount rather than the portion above the income threshold

	Income	Taxable Income	Rate	Tax Due
Scenario 1: Full Taxable Income	\$150,000	\$150,000	1%	\$1,500
	\$600,000	\$600,000	1%	\$6,000
	Total			\$7,500
	Income	Taxable Income	Rate	Tax Due
Scenario 2: Portion of Income that Exceeds \$125,000	\$150,000	\$25,000	1%	\$250
	\$600,000	\$475,000	1%	\$4,750
	Total			\$5,000

*Source: Auditor’s office analysis of Potential Sources and Uses of Revenue to Address the Region’s Homeless Crisis ECONorthwest (February 2020) and Metro’s draft Ordinance 20-1442 (February 18, 2020).*

The consultant that estimated the amount of revenue generated from the tax structure that was referred to voters noted that economic shocks could increase or decrease actual revenue. It also noted that adding the business tax created uncertainty about the amount of revenue that would be generated.

“Actual collections would be affected by large, unanticipated economic shocks, and these draft estimates could increase or decrease considerably... Our current estimate for the **business profit tax in particular is fairly speculative and additional data could suggest significantly higher or lower revenue potential.**”

Beginning in March 2020, three events created economic shocks and other impacts that complicated the measure's implementation. First, the region was affected by Covid-19. Unemployment increased and economic activity decreased in the time since the measure was referred to the ballot in February 2020. These economic conditions may have changed the number of tax payers who are subject to the new tax as well as demand for supportive housing services.

The second event was renewed attention to racial injustice and police brutality caused by the murder of George Floyd in May 2020. While the supportive housing measure included a commitment to prioritize people of color and other historically marginalized groups from the outset, those promises were even more consequential as the region and the country reckoned with yet another example of racial injustice. That focus is closely related to the measure's intention to improve outcomes for the demographic groups who have experienced disproportionate rates of homelessness.

The third event was forest fires during the summer of 2020. For several weeks, almost all residents in Clackamas County were in one of the levels of heightened alert for evacuation. Many homes and business were destroyed in the fires. The fires may have decreased income and directly reduced the amount of housing in the tri-county area.

## Note to readers about data sources

Data in this report about the number of people experiencing homelessness comes from the US Department of Housing and Urban Development (HUD). Using HUD data allowed us to evaluate trends over time and between counties using the same data points. It was also referenced in the *Here Together Coalition's* “Framework for Supportive Housing Services” that was adopted by Metro Council at the same time the Supportive Housing Services measure was referred to voters. HUD data met audit standards for data reliability, which we are required to follow.

Metro Council also acknowledged other reports when it referred the measure to voters. Some of those reports by Portland State University, EcoNorthwest, and the Corporation for Supportive Housing used different assumptions, years, and terminology to estimate the number of people experiencing homelessness.

As a result, different totals can be found for the number of people experiencing homelessness and chronic homelessness, depending on what source is used. For example, HUD data for 2019 showed 2,102 people were experiencing chronic homelessness in the tri-county region. In comparison, a staff report estimated 3,123 to 4,935 people were experiencing chronic or prolonged homelessness when Metro Code was amended to implement the supportive housing services measure.

To account for these variations, and the opinions we heard about which source was most accurate, our analysis was based on scenarios. We used the scenarios to show that the same conclusions held even if HUD data underestimated the number of people experiencing various types of homelessness.

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## Results

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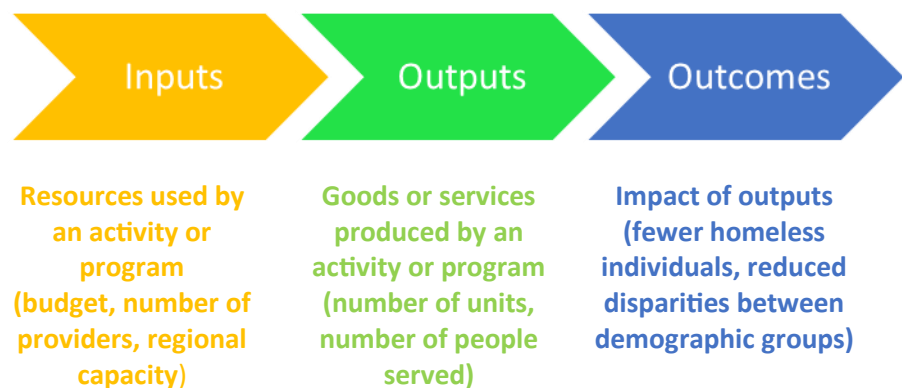
A strong foundation to implement the supportive housing services measure requires regional agreement about what to measure and how to evaluate progress. While each county has flexibility in how they will address their community's needs, the oversight committee, Metro Council and the public will need information to understand what has been accomplished with the \$1 billion to \$2.5 billion in new revenue expected over the next 10 years.

Voters showed trust in Metro when they approved the ballot measure that may double or triple the amount of money spent annually on supportive housing services. With that trust comes responsibility to manage the risks that can arise when new revenue is invested in complex systems across three different counties.

Uncertainties about the amount of revenue that will be generated from the new taxes, as well as uncertainty about the supply and demand for these services make it more difficult to set appropriate expectations about the measure's intended outcomes. These challenges existed before 2020, but Covid-19 and wild fires have created additional unknowns. These conditions point to the need for annual targets to ensure the measure's implementation aligned with promises made to voters, available resources, and community needs.

Performance measurement systems are used by governments to manage the risk that goals will not be achieved and public funds will be misused. They typically link program inputs, outputs and outcomes to show what can be expected from new or existing resources. Effective and efficient performance measurement requires clarity about what is expected to be achieved and data to evaluate progress toward those outputs and outcomes.

### Exhibit 3 Logic models help show how program inputs, outputs and outcomes relate to each other



*Source: Auditor's Office analysis of performance measurement best practices from the Government Finance Officers Association (GFOA) and Governmental Accounting Standards Board (GASB).*



Uncertainties about the inputs of supportive housing services make it more difficult to set reasonable performance targets for outputs and outcomes. As a result, an incremental approach to performance management will be needed to be responsive to the unique challenges facing the region at this moment in time. Some common data points to evaluate outputs and outcomes are already tracked in each county, which can provide a starting point for performance measures and targets.

Best practices for performance measures are based on the following criteria:

- Relevancy: measures track activities and progress toward goals
- Understandability: measures are clear and easily understood
- Comparability: measures show performance over time and are compared to benchmarks to show performance relative to others
- Reliability: measures are consistently calculated
- Accuracy: measures are correctly calculated using valid and verifiable data sources

The ballot measure did not include expected outcomes or performance measures other than a promise of “a substantial increase in the delivery of supportive housing services.” A Metro fact sheet and presentation about the measure promised 5,000 individuals experiencing prolonged homelessness would receive housing services and up to 10,000 households at-risk of homelessness or experiencing short-term homelessness would receive housing services. Achieving these outputs would increase the delivery of services, but do not provide any indication of how those services would impact outcomes related to homelessness.

Metro created an advisory table to get input from the program’s stakeholders about the values, local plans, and performance measures for the program. Regional goals and measures were adopted by Metro Council in the program’s Work Plan in December 2020. See Appendix A for full list of performance goals and metrics.

The measures addressed many of the activities implied by program documents, but there appeared to be gaps that reduced relevancy and understandability. For example, there were no proposed measures to expand case management and outreach; expand clinical services; and expand access to housing that is affordable and culturally appropriate to the communities most vulnerable.

Other activities to address potential disparities based on disability status, sexual orientation and gender identity appeared to be only partially covered by the proposed measures. This means the public, oversight committee, and Metro Council may not have information to know if these outputs and outcomes were achieved.

Conversely, some of the proposed measures did not appear aligned with any of the promises implied in the supportive housing measure. For example, a proposal to mandate an hourly wage for service providers was a source of

debate among the stakeholders involved. Those aspects of performance may be important, but not required to be achieved. Focusing on these measures could divert attention and resources from the ones that were required.

Another weakness of the adopted performance measures was related to a lack of identified data sources. Data challenges could impact the comparability, reliability, and accuracy of what gets measured. Employees stated that the data sources for the measures would be addressed in the future. The complexity of reaching agreement on these issues across three counties and among a diverse set of service providers could lead to delays in data collection and measurement.

In addition, assessment of many of the existing measures will require comparison between pre- and post-measure data. That will require performance benchmarks (baselines) for each measure. Without those benchmarks it will be difficult to assess the impact of the new tax revenue in addressing the region's homeless emergency. That information will be important when considering whether to ask voters to renew the tax when it sunsets in 2030.

## Inputs uncertain

The key inputs that drive the outputs and outcomes of supportive housing service performance are:

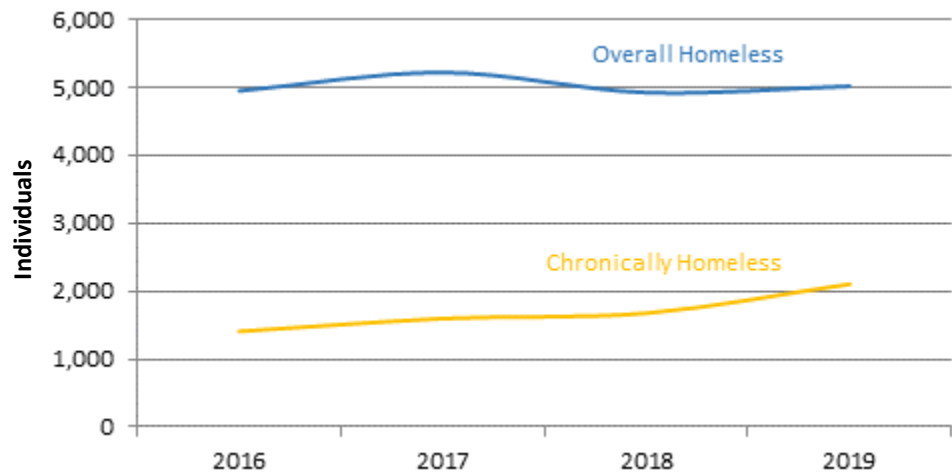
- The demand for supportive housing services,
- The existing supply and quality of supportive housing services, and
- The amount of new revenue generated by the new taxes.

Each of these inputs has been impacted by Covid-19 and the wildfires that occurred in 2020. These events may have created a situation where community need increased, but service capacity was reduced compared to 2019 levels. For example, increased unemployment may have resulted in more people becoming homeless, so demand for services may have increased. Financial pressure on service providers may have reduced their capacity to supply services. Decreased economic activity may have reduced the number of individuals and businesses subject to the tax.

## Demand for services

Based on HUD data, the total number of people experiencing homelessness in the tri-county region increased by 1% from 2016 to 2019. People experiencing chronic homelessness increased in the tri-county region by 50% during that time. Multnomah County requested a waiver from HUD to not conduct their 2021 count because of Covid-19, so updated data for the region may not be available until 2022 at the earliest.

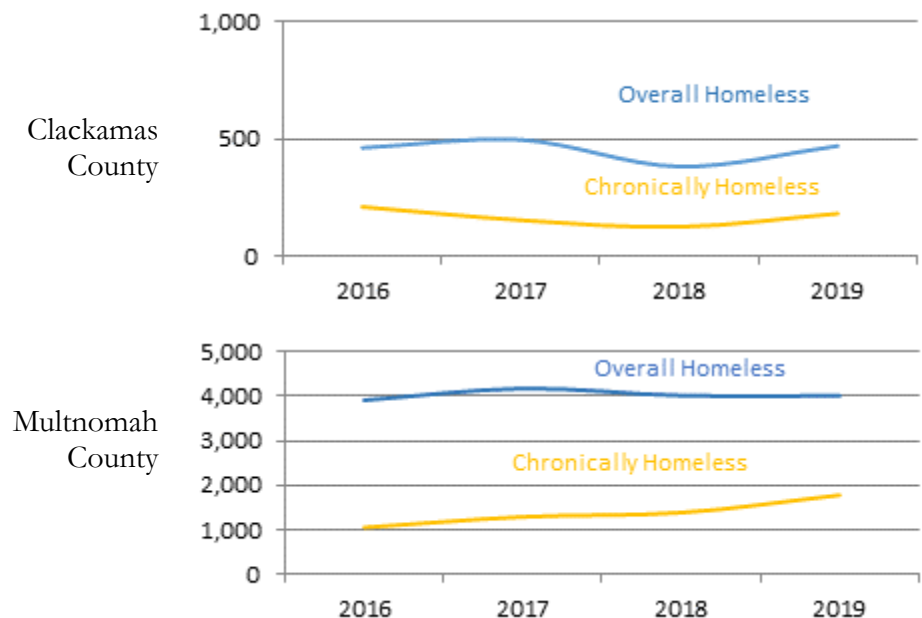
**Exhibit 4 The number of individuals experiencing homelessness and chronic homelessness increased in the last four years**

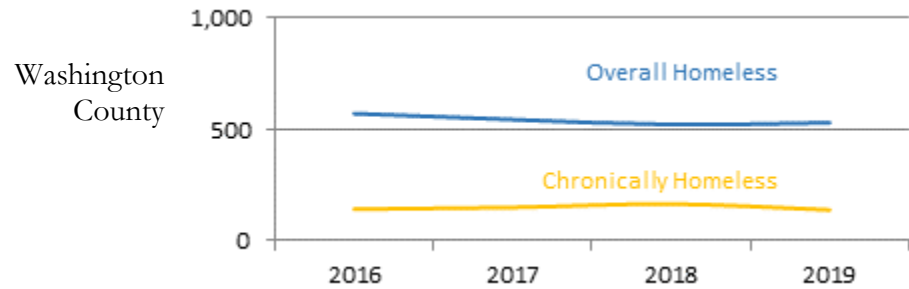


Source: Auditor's Office analysis of Continuum of Care reports for Clackamas, Multnomah, and Washington counties (HUD Exchange <https://www.hudexchange.info/>)

The number of people experiencing homelessness increased in Clackamas and Multnomah counties from 2016 to 2019, but decreased in Washington County. During the same period, people experiencing chronic homelessness decreased in Clackamas and Washington counties, but increased in Multnomah County. Most trends in the tri-county region were driven by Multnomah County because of its size. For example, people experiencing chronic homelessness in Multnomah County accounted for 85% (1,781 of 2,102 individuals) of the region's total and 80% (4,015 of 5,016 individuals) of the total number of people experiencing homelessness in 2019.

**Exhibit 5 Homelessness trends vary by county, but Multnomah County had 80% or**





Source: Auditor's Office analysis of Continuum of Care reports for Clackamas, Multnomah, and Washington counties (HUD Exchange <https://www.hudexchange.info/>)

Some of this data comes from point-in-time counts (PIT) for each county's continuum of care organization (CoC). PIT is a nationwide effort to count the number of unsheltered people on a single night in January. Each community does their own count, and it was a requirement to receive federal funding for homeless programs. According to a Multnomah County report, PIT data is sometimes considered an undercount because it only included people that were visibly experiencing homelessness on a single night. While there are legitimate concerns about the way the data is gathered, it was also identified specifically in the research reports that the measure was based on.

It's not clear what data source should be used to evaluate outcomes beyond the data counties and providers collected for work funded by HUD. A 2019 study by Portland State University (Governance, Costs, and Revenue Raising to Address and Prevent Homelessness in the Portland Tri-County Region) estimated the potential size of need among black and indigenous communities who may not meet HUD's definitions of homelessness. Those estimates attempted to measure the size of the undercount in PIT's data, but they were disputed by some stakeholders.

## New tax revenue

New taxes began in 2021, but the actual revenue generated in the first year will not be known until after April 2022, which is the deadline to file income taxes resulting from income earned in 2021. The amount of revenue generated by the tax is important to set expectations for program performance targets.

For example, the number of additional people expected to be served by the program or the types of additional services to be provided by the program depends on the amount of revenue available. If one county has more resources to provide services to each household compared to another county, it may be reasonable to expect those services would be of higher quality or more comprehensive to justify the higher level of funding per individual.

The potential for reduced incomes due to Covid-19 may decrease the number of individuals and businesses who are subject to the tax, which could decrease the amount of revenue generated. If less revenue is generated than expected, it may require changes to, or slower implementation of, county plans.

Metro's amended FY2020-21 budget included about \$51 million in expected revenue from the measure from January 1 to June 30, 2021. That indicated Metro expected \$100 million in the first calendar year (2021), which is considerably less than the \$250 million that was estimated when the measure was referred to the voters in February 2020.

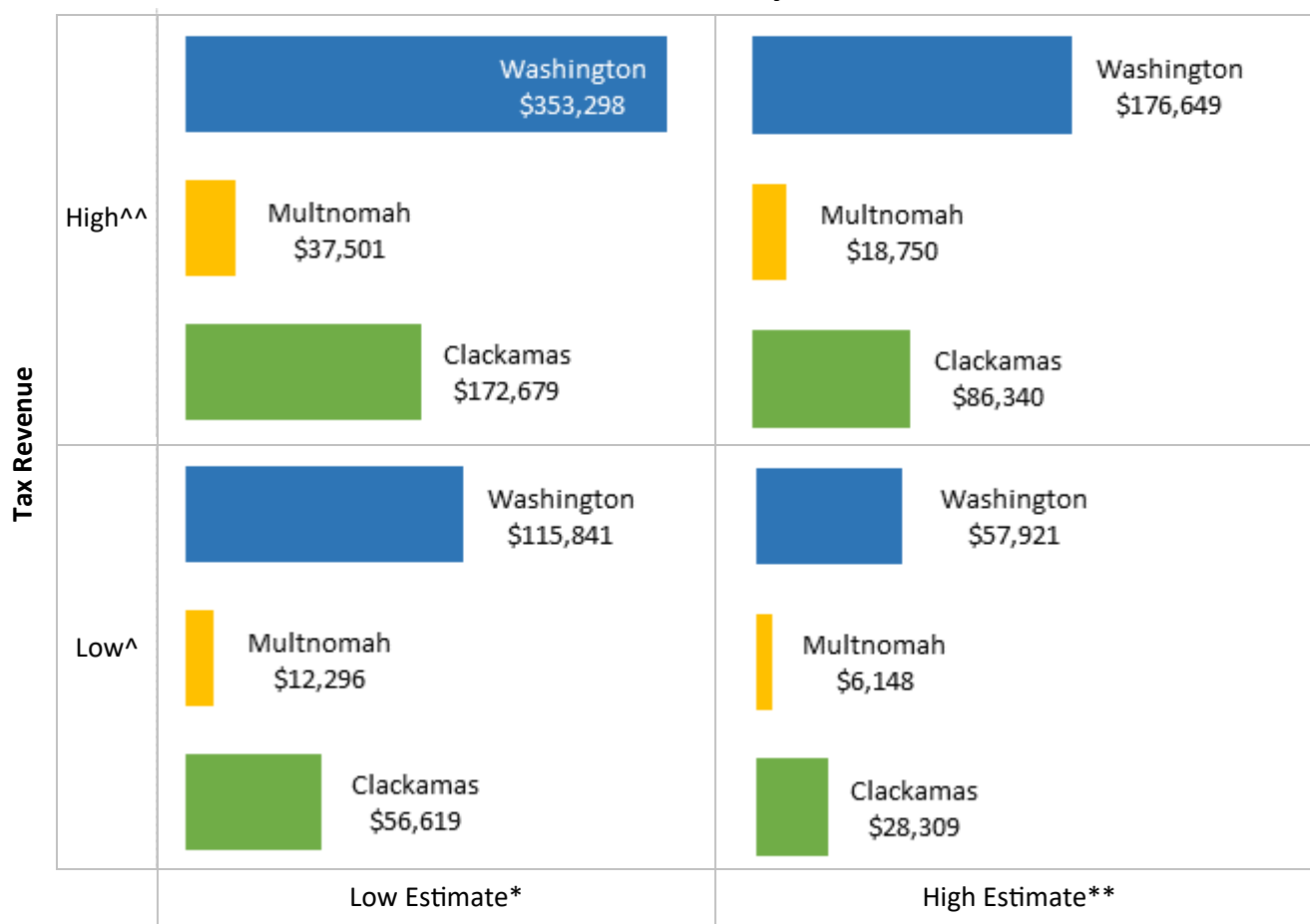
The way tax revenue was allocated among the counties has the potential to create inequities. Tax revenue will initially be distributed based on an estimate of where it is generated, so counties that were estimated to provide more tax revenue will get more funding. But, Multnomah County had a significantly larger share of the measure's primary target population in 2019 (see Exhibit 5). After estimated revenue is allocated for tax collection, administrative and other non-program costs, the revenue available per individual may vary considerably between the counties.

For example, if \$250 million is generated annually by the tax, Washington County would receive about \$354,000 for each individual experiencing chronic homelessness, while Clackamas County would get about \$173,000 and Multnomah County would get \$38,000. These estimates assume all the revenue is dedicated to individuals experiencing chronic homelessness during the first two years of the program and other assumptions about the size of non-program costs.

Some variation in funding per individual may be appropriate given the different service models among the counties. For example, there may be higher costs to start new services or engage new providers compared to adding one more participant to an existing service model. However, it could be difficult to sustain for the duration of the program if one county continues to have 85% of the region's priority population, but receives 45% of the tax revenue.

To account for potential variation in the amount of revenue generated and the number of individuals experiencing chronic homelessness, Exhibit 6 shows estimated funding per individual for each county. The top right box shows the data if the revenue available is \$250 million per year and 2019 chronic homeless numbers doubled. The bottom left corner shows the revenue available per individual if revenue is \$100 million per year and the number of chronically homeless individuals remains the same as 2019 levels.

## Exhibit 6 Revenue for each individual experiencing chronic homelessness varies widely between counties in all scenarios



### Chronically Homeless Individuals

Source: Auditor's Office analysis of HUD 2019 Point-in-Time data, Measure 26-210, the program work plan, and Metro Code. Estimates are based on the average amount available during years one and two excluding revenue set aside for tax collection; Metro administration, regional implementation fund; and five percent program administration.

^ Based on \$250 million in tax revenue collected annually.

^^ Based on \$100 million in tax revenue collected annually.

\* 2019 HUD Point-in-Time Count for Clackamas County, Multnomah County, and Washington County Continuum of Care programs.

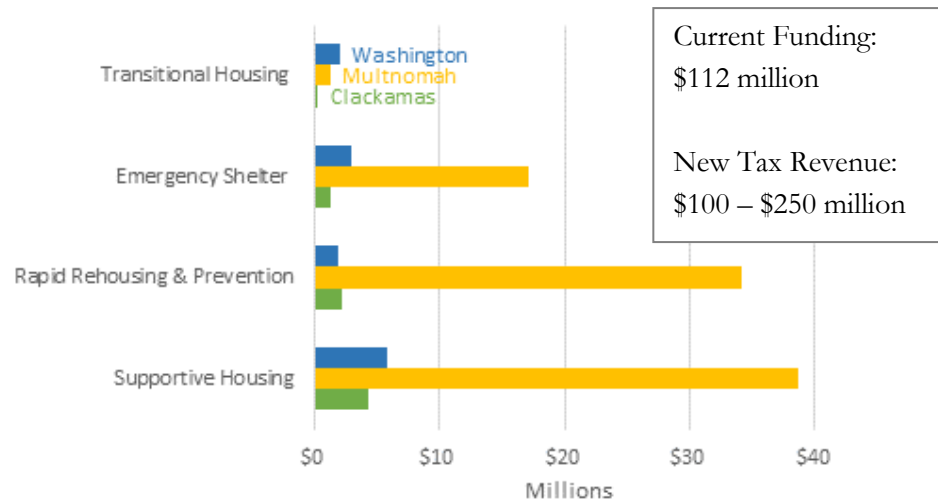
\*\* If 2019 HUD Point-in-Time Count for Clackamas County, Multnomah County, and Washington County Continuum of Care programs doubled.

## Supply of services

Similar variations between counties were also evident when evaluating the existing funding levels and supply of all supported housing units. A November 2020 report summarized current public investments in four supported housing types for each county. That data showed about \$112 million was spent in the most recent year data was available. If the supportive housing measure brings in \$100 million each year it would nearly double current funding levels. If the full \$250 million was generated by the new taxes it could triple the amount of available funding.

Multnomah County has the vast majority of existing funding. For example, Multnomah's total across all supported housing types was about \$91 million annually. In comparison, Washington and Clackamas had about \$21 million combined.

## Exhibit 7 New tax revenue may double or triple available funding

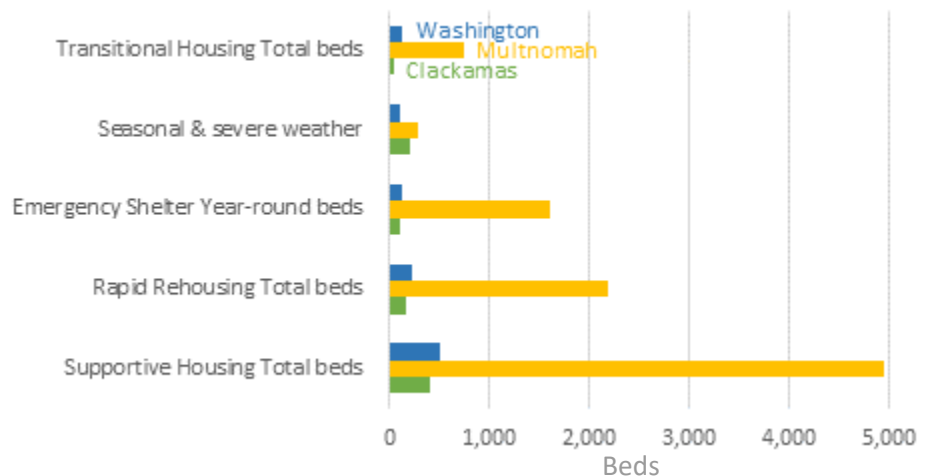


Source: Auditor's Office analysis of Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020

In addition, the report contained data about the existing capacity of each housing type measured by the number of beds and the number of individuals served. This data provided a valuable baseline to assess changes over time for both types of capacity. However, the adopted performance measures for the new taxes did not specify which data point will be used. It will be important to specify the data point to avoid the risk of double counting progress that may also be funded by one or more of the affordable housing bond programs in the region. Those bonds promised a specific number of units for people with very low incomes that may be similar to those served by the new supportive housing funds.

Similar to existing funding levels, Multnomah County had a significantly larger number of all supported housing beds (9,770) compared to each of the other two counties combined (2,000).

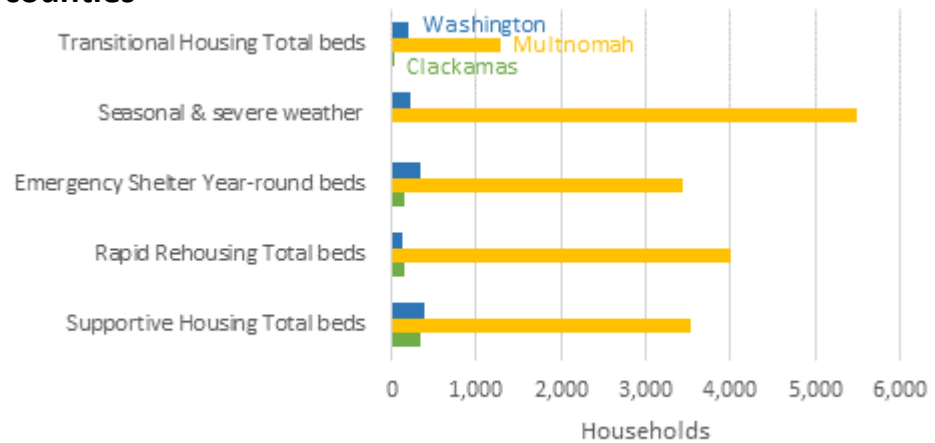
## Exhibit 8 The existing supply of all supported housing beds varied widely between counties



Source: Auditor's Office analysis of HUD 2020 Homeless Inventory Count Reports and Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020.

The same concentration in Multnomah County also applied to the number of households served in the most recent year data was available. Multnomah County served almost 17,750 households, while Clackamas and Washington Counties together served about 2,000.

## Exhibit 9 The number of households served varied widely between counties



Source: Auditor's Office analysis of Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020

## Expected outputs should be aligned with inputs

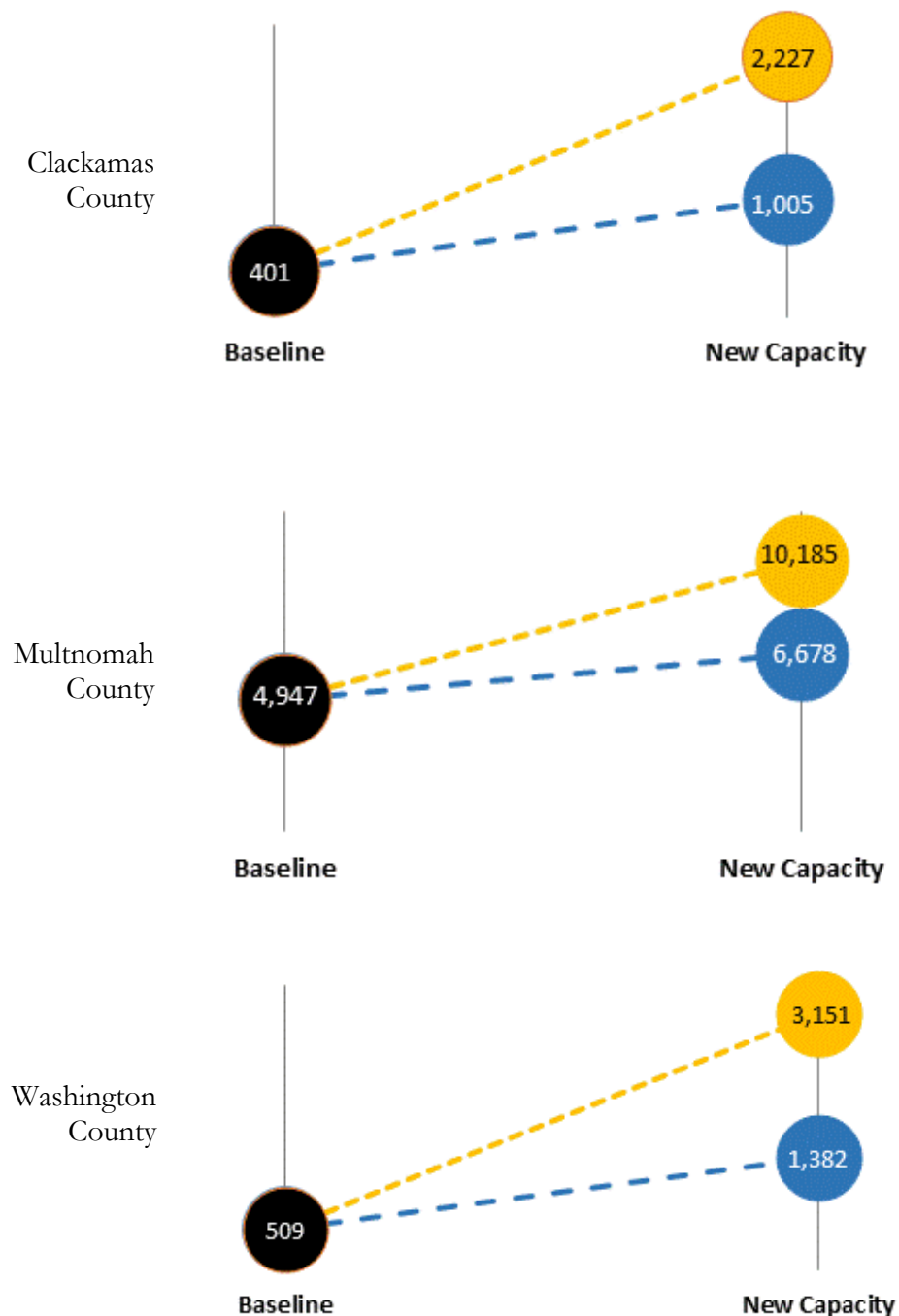
All supported housing types may be eligible for the new funding. If so, existing capacity data can be combined with estimates of new revenue generated by the measure to determine what additional capacity might be achievable.

For example, about 20,000 households were served in the region (see Exhibit 9) and public funding for those services was about \$112 million (see Exhibit 7). That indicates the initial goal of serving an additional 10,000 households could be achieved with an additional \$56 million per year assuming no other changes in capacity or cost. This is may be an oversimplification given the current operating environment, but it does provide a rough gauge of the alignment between inputs and possible outputs.

Exhibit 10 shows an example of how many new units could be generated if all the new revenue was committed to one type of supported housing in each county. In this scenario Clackamas County could increase its capacity by about 151% in a low revenue scenario or about 455% in a high revenue scenario. Washington County could see similarly large increases (172% or 519% respectively). In contrast, Multnomah County would have smaller changes (35% or 106% respectively). See Appendix B for analysis of each housing type by county.



**Exhibit 10** Example of how additional bed capacity\* may vary based on available revenue (\$100 million or \$250 million)



Source: Auditor's Office Analysis of program work plan, Measure 26-210, Metro Code, and Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020

\*Based on a scenario where each county devotes all its new funding to HUD's "Supportive Housing" category.

While existing data provides good baseline information for the tri-county region, Covid-19 and other factors may have changed regional capacity during the last year. For example, several social service providers closed or had to change operations. At the same time some affordable housing and homeless shelter projects have been delayed, so the physical spaces to provide supportive services may not be available.

Covid-19, wildfires, and other factors may have also impacted demand for services. For example, wildfires were reported to have increased the number of people experiencing homelessness in Oregon. Clackamas County was the most impacted area in the region, so may currently have greater need for housing services now. On the other hand, recent news articles indicate some people experiencing or at risk of experiencing homelessness may prefer to stay out of supported housing to preserve their independence. These dynamics show the complexity of trying to forecast demand.

## Accountability for outputs

Who should be held accountable for outputs and outcomes was discussed during development of the performance measures. Metro will allocate the new tax revenue and have a role in data collection and oversight, but not providing services. On the other hand, Metro referred the measure to voters and took an active role in refining it, so the agency has responsibility to make sure outputs are moving the region towards the desired outcomes.

Each of the counties will be the primary implementers, so they are most directly responsible for outputs. Steady progress expanding outputs over the next 10 years will be critical to achieve outcomes. A record of effective and efficient delivery of these services will also be critical if the region decides to ask voters to renew the taxes before they expire in 2030.

Accountability for outputs is complicated by variations in service models between the counties. These differences make it more difficult to apply a one-size-fits-all performance measurement system and may require more detailed accountability measures. For example, Multnomah County's service model is based on a large network of private entities that contract with the county to provide services. As such, performance measures for providers will be important to help Multnomah County reach its commitments to increase capacity.

In addition, Multnomah County operates in partnership with the city of Portland through the Joint Office of Homeless Services (JOHS). About half of current funding for JOHS comes from Portland, but it is not one of the local implementation partners in the program. This could lead to a situation where Portland reduces funding in the future resulting in less net new revenue for supportive housing than expected.

In comparison, Clackamas and Washington Counties have smaller networks of providers. Both counties provide some services directly, so accountability for performance may be less complicated.

## Outcomes are undefined

One of the constants throughout the measure's development and early implementation has been a focus on providing flexibility in how funds can be used. While flexibility can be beneficial to address the unique needs within each county or variation of needs within priority populations, it complicates performance measurement and accountability. As new issues arise and new partners engage alignment between what was initially expected and what is delivered could vary.

On the surface it's reasonable to expect that people experiencing homelessness and chronic homelessness, in particular, should decline as additional investments in supportive housing services increase. However, the causes of homelessness are complex. Income levels, housing affordability, and health factors may all contribute to an individual's housing status. If the level of investment or the quality of services are not aligned with the community's needs, additional people may become homeless even as others become housed.

One of the biggest risks associated with the measure was the potential for it to try to be all things to all people. Part of the reason Metro was asked to lead the measure was to regionalize housing services. But the need for a regional focus arose from lack of agreement about what success should look like.

Some of those interviewed for this audit stated that they thought the public would judge the measure based on whether they were seeing fewer people experiencing homelessness on the streets. However, what the public sees depends on where they live and work. Moreover, whether homelessness is visible or not does not provide reliable information to determine if the measure is having its desired effect.

Setting annual performance targets within the existing regional performance measures is a reasonable way to respond to these dynamics. Ideally, detailed data would be available to measure impacts for the entire region and for each program type, as well as each individual provider's contribution to that performance. That level of detail was not available for all three counties in the region.

A consultant report funded by Metro in November 2020 identified common performance measures and data that were already being collected by each county. These measures could form the initial basis of the performance measurement system with relatively little additional investment.

**Exhibit 11 All three counties are already monitoring performance in several types of supported housing**

Type	Outcome Metric
Supportive Housing	% of persons served who remained in permanently supportive housing or exited to permanent housing
	% of adults who gained or increased total income from entry to annual assessment or exit
	% of adults who gained or increased employment income from entry to annual assessment or exit
	% of adults who gained or increased non-employment cash income from entry to annual assessment or exit
Rapid Rehousing	% of persons exiting to permanent housing
	% of persons served who moved into housing
	Average length of time between start date and housing move-in date, in days
	% of adults who gained or increased total income from entry to annual assessment or exit
	% of adults who gained or increased employment income from entry to annual assessment or exit
	% of adults who gained or increased non-employment cash income from entry to annual assessment or exit
Homeless Prevention	% of persons served in homeless prevention who remained in permanent housing or exited to permanent housing
	% of adults who gained or increased total income from entry to exit
	% of adults who gained or increased employment income from entry to exit
	% of adults who gained or increased non-employment cash income from entry to exit
Emergency Shelter	% of persons served who exited to permanent housing
	% of adults who gained or increased total income from entry to exit
	% of adults who gained or increased employment income from entry to exit
	% of adults who gained or increased non-employment cash income from entry to exit
Transitional Housing	% of persons served who exited to permanent housing
	% of adults who gained or increased total income from entry to annual assessment or exit
	% of adults who gained or increased employment income from entry to annual assessment or exit
	% of adults who gained or increased non-employment cash income from entry to annual assessment or exit
Returns to Homelessness	% of persons who exited the homeless services system to a permanent housing destination and returned to the homeless services system in: <div> <div>&lt;6 months</div> <div>6-12 months</div> <div>2 years</div> </div>

*Source: Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020.*

Even with agreement on appropriate measures, data challenges may hinder efficient performance measurement. It appeared data collection may be a priority for the measure's regional implementation fund, which may generate \$4 to \$11 million annually for the oversight committee or tri-county planning group to allocate. Improved data to track outcomes was identified as a need by some providers, but the level of detail sought may take longer or cost more than expected without a clear strategy.

Part of the challenge is gaining enough information to be able to identify barriers to reducing homelessness. This is especially important to meet many of the regional goals outlined in the program's work plan to reduce racial and other disparities among people experiencing homelessness. Data showed disparities for some demographic groups in Washington and Multnomah Counties, but in some cases the causes of those disparities and strategies to address them are not well understood.

Another issue is privacy related to sensitive personal information. Data sharing between providers or counties becomes more complicated if more personally identifiable information like health and income data is collected.

An example of how complex intergovernmental data sharing at a regional scale comes from JOHS, which is made up of Multnomah County and city of Portland programs. The city maintains the data, but a 2018 audit found the County did not have full access to source documents. Some of the restrictions on data sharing appear to have been resolved between the city and county. However, similar challenges could occur between the three counties in the region, which could cause delays that hinder transparency and accountability for performance.

While more data may be required to improve performance tracking and strategic planning efforts, there were indications that Metro may be leaning away from collecting some personal data. For example, the draft Regional Rental Voucher program specifically called out that it will not be tracking personally identifiable information like social security numbers and previous addresses. This may encourage greater participation to access services by removing some barriers to qualify, but it could make performance tracking more difficult. It will also reduce the program's ability to ensure services are not double counted between providers and counties, and make it more difficult to identify potential fraud or abuse.

It will be important to reach agreement about tradeoffs between encouraging access to services by reducing data collection barriers and the need for higher quality performance data. One way to gradually address these competing demands would be to use a matrix to categorize programs based on their ease of implementation and impact.

Multnomah County's 2018 strategic plan to reduce chronic homelessness included this method as a way to prioritize programs that had the best chance of making an impact. The same approach could be applied to data needs. By assessing the ease of collecting information about program participants and the impact of having that information, it may be easier to determine when additional data collection efforts would be worth the cost.

## Exhibit 12    Matrices can help stakeholders understand how risk are being managed

High Impact	High impact and simple implementation	High impact, but complex implementation
Low Impact	Low impact and simple implementation	Low impact and complex implementation
	Simple Implementation	Complex Implementation

Source: *Strategic Framework to Address Chronic Homelessness, A Home for Everyone*, March 4, 2018.

Matrices can be an effective planning and communication tools because they focus attention on how to manage difficult problems. By proactively acknowledging that there are inherent tradeoffs in any social services, it can help decision-makers and the public see what is being valued.

For example, programs that have limited data to evaluate progress may be considered too risky to pursue without intentionally saying that there is more risk. Alternatively, programs that have data available may not be providing a lot of impact, but because data is available to show some impact they may continue to be prioritized over more risky interventions.

### Compliance

Compliance with the measure's requirements is another type of outcome that may impact the public's desire to renew the taxes before they sunset in 10 years.

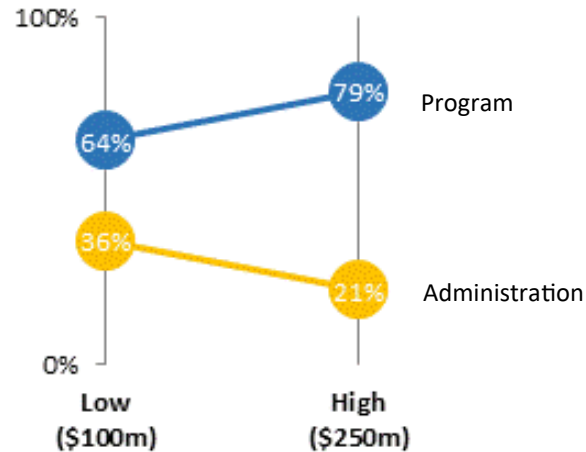
The oversight committee will be required to make recommendations to Metro Council about the appropriate level of administrative costs. It's not clear what criteria will be used to make those recommendations. The program's work plan recommends local implementation partners retain 5%-10% for administration depending on the type of service provided. This is in addition to funds retained by Metro for tax collection and regional administration, as well as the regional implementation fund set aside.

The program work plan states that the maximum amount should be made available for direct services, which implies administrative costs should kept as low as possible. Finding a balance between administrative and direct program expenditures is a source of debate in some voter-approved measures. The oversight committee will need reliable data to determine what is reasonable for county and regional administrative costs.

While it may seem like the range of administrative costs should be relatively narrow, it will be impacted by the total amount of revenue generated. This is because some set asides for non-program costs are calculated based on a

percentage of available revenue, while others are a fixed amount each year regardless of the total amount generated. Administrative costs could be as much as 36% of the total (\$36 million) in a low revenue scenario. It may come in significantly lower in percentage terms (21%), but higher overall at about \$54 million annually, in a high revenue scenario.

**Exhibit 13    Administrative costs could total between 21% and 36% depending on the total revenue generated by the tax**



*Source: Metro Auditor's Office estimate based on Metro Code, Supportive Housing Program Work Plan and legislation referring the measure to voters.*

\*Funds available for county programs

^Administrative costs (tax collection, Metro, local implementation partners, regional implementation fund)

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## Recommendations

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To be responsive to uncertainty about the measure's inputs and to ensure accountability for funding levels, Metro should:

1. Set annual performance goals and targets for the outputs and outcomes expected to be achieved by each county during the first two years of the program.

To strengthen oversight and accountability for the program, Metro should:

2. Convene the tri-county planning group as soon as possible to:
  - a. Develop regional strategies.
  - b. Continue development of the performance measurement system including performance goals and targets for each county and service type.
  - c. Create a regional data collection and evaluation plan that takes into account the ease of collection, alignment with adopted regional outcomes and costs.

To ensure compliance with the program's requirements, the COO and the Planning and Development department should:

3. Seek guidance from Metro Council and the Oversight Committee about how to balance the policy goal to maximize funding for direct services with the administrative funding dedicated to Metro, tax collection, local implementation partners, and the regional tri-county planning fund.



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## Scope and methodology

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The objective of the audit was to determine if performance metrics were aligned with the ballot measure's intent and consistent with best practices for evaluating performance. There were three sub-objectives to achieve the overall objective:

- Determine how available revenue could affect the development of effective and efficient performance measurement.
- Evaluate proposed performance metrics against the ballot measure's expected outcomes.
- Identify best practices for performance measurement.

The audit was intentionally designed to have a limited scope because of the in-process nature of the ballot measure's implementation. Generally, the review was limited to measure development and implementation efforts from January 2019 to February 2021, but it also included review of housing data and county plans going back to 2003 in some cases.

To meet the audit objectives, we interviewed Metro Councilors, employees involved in implementing the measure, and representatives from the Portland Business Alliance. We also attended stakeholder advisory table meetings and Metro Council meetings, and at least one board meeting for each of the three counties involved in the measure.

We reviewed program documents including adopted and draft Council legislation, meeting records from the two advisory tables. We also reviewed previous audits of housing services from other jurisdictions and examples of performance measurement and housing plans from the US Department of Housing and Urban Development and each of the three counties in the region. We also analyzed available data to develop scenarios for various revenue levels and priority populations identified in the measure.

The audit was included in the FY 2020-21 audit schedule. We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

## Appendix A: Regional Measures

### A. Housing stability

#### *Measurable goals:*

- Housing equity is advanced by providing access to services and housing for Black, Indigenous and people of color at greater rates than Black, Indigenous, and people of color experiencing homelessness.
- Housing equity is advanced with housing stability outcomes (retention rates) for Black, Indigenous, and people of color that are equal or better than housing stability outcomes for non-Hispanic whites.
- The disparate rate of Black, Indigenous, and people of color experiencing chronic homelessness is significantly reduced.

#### *Outcome metrics:*

- Number of supportive housing units created and total capacity, compared to households in need of supportive housing. This will measure change in supportive housing system capacity and need over time.
- Number of households experiencing housing instability or homelessness compared to households placed into stable housing each year. This will measure programmatic inflow and outflow.
- Number of housing placements and homelessness preventions, by housing intervention type (e.g. supportive housing, rapid rehousing) and priority population type. This will measure people being served.
- Housing retention rates. This will measure if housing stability is achieved with supportive housing.
- 'Length of homelessness' and 'returns to homelessness'. These will measure how effectively the system is meeting the need over time.
- Funds and services leveraged through coordination with capital investments and other service systems such as healthcare, employment, and criminal justice. This will measure leveraged impact of funding in each county.

### B. Equitable service delivery

#### *Measurable goals:*

- Increase culturally specific organization capacity with increased investments and expanded organizational reach for culturally specific organizations and programs.
- All supportive housing services providers work to build anti-racist, gender-affirming systems with regionally established, culturally responsive policies, standards and technical assistance.

#### *Outcome metrics:*

- Scale of investments made through culturally specific service providers to measure increased capacity over time.
- Rates of pay for direct service roles and distribution of pay from lowest to highest paid staff by agency to measure equitable pay and livable wages.

- Diversity of staff by race, ethnicity, sexual orientation, gender identity, disability status and lived experience.

#### C. Engagement and decision-making

##### *Measurable goals:*

- Black, Indigenous, and people of color are overrepresented on all decision-making and advisory bodies.
- Black, Indigenous, and people of color and people with lived experience are engaged disproportionately to inform program design and decision making.

##### *Outcome metrics:*

- Percent of all advisory and oversight committee members who identify as Black, Indigenous, and people of color or as having lived experience of housing instability or homelessness.

**Appendix B: Estimated Additional Capacity based on available revenue**  
**(\$100 million or \$250 million)^**



Source: Auditor's Office Analysis of program work plan, Measure 26-210, Metro Code, and Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020

^Based on a scenario where each county devotes all its new funding to only one type of supported housing.

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# Management response

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## Memo



TO: Brian Evans, Metro Auditor

FROM: Patricia Rojas, Metro Regional Housing Director

DATE: May 21, 2021

RE: Response to Metro Supportive Housing Services Program Implementation Preparedness Audit

Thank you for completing this helpful report during this early phase of the Supportive Housing Services Program Implementation. As you indicated, your intent was to focus on performance measures that have an important role in accountability and transparency. The Supportive Housing Services measure and Metro Code outline a set of governance structures, policies and processes that support an iterative process in the development of program goals and metrics, program implementation strategies and regional programmatic alignment and coordination. These structures, tools and processes also serve as the infrastructure for transparency and accountability and are responsive to requirements set forth through the Supportive Housing Services (SHS) measure.

We are pleased to share our response with strategies to the report's recommendations, most of which are already underway.

### *Audit Recommendations*

*To be responsive to uncertainty about the measure's inputs and to ensure accountability for funding levels, Metro should:*

*1: Set annual performance goals and targets for the outputs and outcomes expected to be achieved by each county during the first two years of the program.*

Response: Agree

As noted by the Auditor, there are uncertainties about the amount and pace for inflow of yearly revenue. Program implementation and associated goals and targets will be reflective of those variables. Due to this variability, we propose goals and targets be set yearly for at minimum the first two years. Though services will begin immediately, the first year of investment will be a program ramp up year which includes setting baseline for data and service area outputs and outcomes that are currently captured by each county.

Through the SHS measure, Metro Work Plan and draft intergovernmental agreements, Metro has proposed a set of tools to track progress of the program. Pending finalization of the intergovernmental agreement process, expected in the next month, we propose the following approaches:

- a) The SHS measure and the Metro Work Plan require each county to provide an annual report to the Regional Oversight Committee. The committee is charged with evaluating these reports to assure that implementation is aligned with requirements of the measure and the goals outlined in the counties' Local Implementation Plans. The Regional Oversight Committee will present Annual Reports to Metro Council on a yearly basis.
- b) Metro is working with county partners to establish a set of operational tools and processes to track yearly progress, including outputs and outcomes.
  - Yearly Budget Submission – Metro will request that each county submit a document that outlines the yearly allocation of SHS investments and associated service and activity areas.
  - Annual Work Plans – Metro staff will partner with counties to establish yearly work plans that include outputs and outcomes in SHS investment service and activity areas. In year one, plans will be completed within the first six months of programming. Starting year two, plans will be completed by the end of the first quarter of the fiscal year.
  - Tracking County Annual Work Plan Progress – Metro staff will partner with counties to establish a reporting schedule to track annual work plan progress throughout the fiscal year. Metro staff will use this tool to provide updates to the Regional Oversight Committee and Metro Council.
- c) As outlined in the Metro Work Plan, Metro will convene a tri-county advisory body who to further articulate regional goals, strategies and outcome metrics and provide guidance and recommendations to inform program implementation. This body will incorporate the metrics identified by the stakeholder advisory group that are now included in the Metro SHS Work Plan, section 5.2 (excerpt below). These metrics will serve as the backbone for our work in monitoring the counties' effectiveness in implementing the program. The body's work will further develop a framework for the regional coordination and alignment of SHS programming.

*To strengthen oversight and accountability for the program, Metro should:*

*2: Convene the tri-county planning as soon as possible to:*

- a) Develop regional strategies*
- b) Continue development of the performance measure system including performance goals and targets for each county service type.*
- c) Create a regional data collection and evaluation plan that takes into account the ease of collection, alignment with adopted regional outcomes and costs.*

Response: Agree

Per the Metro Work Plan and the supportive housing measure, Metro is required to work with local implementation partners to develop a proposed structure, charter and procedures for the tri-county advisory body, which will then be brought to the Regional Oversight Committee and ultimately Metro Council for approval. These three work areas mentioned by the Auditor are aligned with the planned work of the tri-county advisory body. Current capacity is dedicated to the priority of completing the LIP and IGA approval process, which is required for a program rollout target of July 1, 2021. The tri-county planning discussions with county partners will begin in late June/early July with the goal of convening the body in the fall of 2021.

*To ensure compliance with the program requirements, the COO and the Planning and Development Department should:*

*3. Seek guidance from Metro Council and the Oversight Committee about how to balance the policy goal to maximize funding for direct services with the administrative funding dedicated to Metro, tax collection, local implementation partners, and the tri-county planning fund.*

Response: Agree

The Regional Oversight Committee has a programmatic and fiscal oversight charge. Metro staff will partner with counties and work through the oversight committee with the Metro Council to achieve a balance of direct service to administrative expenses that promotes program sustainability and maximizes dollars for services. Guidance will come through Regional Oversight Committee meetings and Metro Council work sessions. Staff will work with the Regional Oversight Committee on this and other oversight topics beginning in summer of 2021.

#### **Excerpt from Metro SHS Work Plan**

#### **5.2 REGIONAL OUTCOME METRICS**

Regional outcome metrics will be used to understand the impacts and outcomes of the Supportive Housing Services Program. The required metrics will provide clear and consistent data sets that ensure transparent accountability and regional analysis of outcomes. They will be measured consistently in each county and reported to Metro and the Regional Oversight Committee. Staff

will work to create standardized definitions and methodologies to achieve the intentions of the metrics as described below. Additional collaboration between Metro, Local Implementation Partners and community experts will further refine and ensure quality control for each metric. Metrics will be phased in over time according to the regional system's capacity to comply with the newly established regional standards. Required regional outcome metrics will include:

#### A. Housing stability

##### Measurable goals:

- Housing equity is advanced by providing access to services and housing for Black, Indigenous and people of color at greater rates than Black, Indigenous and people of color experiencing homelessness.
- Housing equity is advanced with housing stability outcomes (retention rates) for Black, Indigenous and people of color that are equal or better than housing stability outcomes for non-Hispanic whites.
- The disparate rate of Black, Indigenous and people of color experiencing chronic homelessness is significantly reduced.

##### Outcome metrics:

- Number of supportive housing units created and total capacity, compared to households in need of supportive housing. This will measure change in supportive housing system capacity and need over time.
- Number of households experiencing housing instability or homelessness compared to households placed into stable housing each year. This will measure programmatic inflow and outflow.
- Number of housing placements and homelessness preventions, by housing intervention type (e.g. supportive housing, rapid rehousing) and priority population type. This will measure people being served.
- Housing retention rates. This will measure if housing stability is achieved with supportive housing.
- 'Length of homelessness' and 'returns to homelessness'. These will measure how effectively the system is meeting the need over time.
- Funds and services leveraged through coordination with capital investments and other service systems such as healthcare, employment and criminal justice. This will measure leveraged impact of funding in each county.

#### B. Equitable service delivery

##### Measurable goals:

- Increase culturally specific organization capacity with increased investments and expanded organizational reach for culturally specific organizations and programs.



- All supportive housing services providers work to build anti-racist, gender-affirming systems with regionally established, culturally responsive policies, standards and technical assistance.

Outcome metrics:

- Scale of investments made through culturally specific service providers to measure increased capacity over time.
- Rates of pay for direct service roles and distribution of pay from lowest to highest paid staff by agency to measure equitable pay and livable wages.
- Diversity of staff by race, ethnicity, sexual orientation, gender identity, disability status and lived experience.

C. Engagement and decision-making

Measurable goals:

- Black, Indigenous and people of color are overrepresented on all decision-making and advisory bodies.
- Black, Indigenous and people of color and people with lived experience are engaged disproportionately to inform program design and decision making.

Outcome metrics:

- Percent of all advisory and oversight committee members who identify as Black, Indigenous and people of color or as having lived experience of housing instability or homelessness



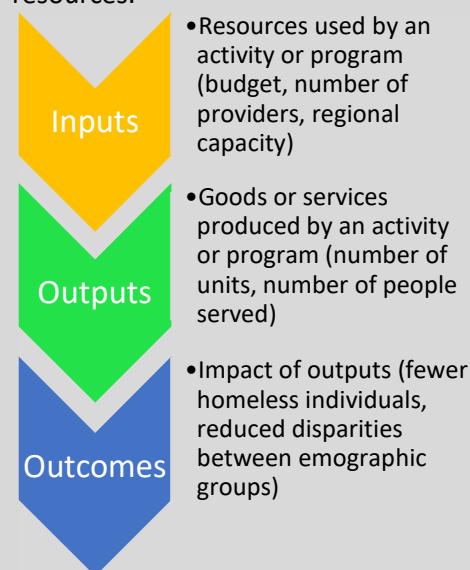
Office of the Metro Auditor  
600 NE Grand Avenue  
Portland, Oregon 97232  
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# Supportive Housing Services: Set annual goals to clarify performance expectations

## Why this audit is important

Voters in the Metro region approved a ballot measure to fund supportive housing services in May 2020. The measure was intended to generate about \$250 million annually to provide rental assistance and other services to reduce chronic homelessness and prevent people from becoming homeless.

This audit was designed to take an early look at the performances measures for the region's supportive housing services program. Performance measures provide accountability and transparency in the management of public resources. They typically link program inputs, outputs and outcomes to show what can be expected from new or existing resources.



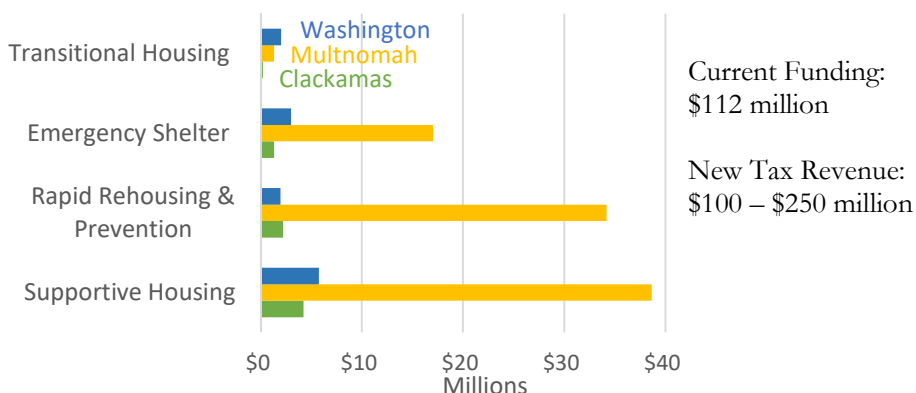
Source: Auditor's Office analysis of performance measurement best practices from the Government Finance Officers Association (GFOA) and Governmental Accounting Standards Board (GASB).

## What we found

An incremental approach to performance management will be needed to be responsive to the unique challenges facing the region at this moment in time. Uncertainties about the inputs of supportive housing services like available revenue and supply and demand for services make it more difficult to set reasonable performance targets for outputs and outcomes. Each input has been impacted by Covid-19 and the wildfires that occurred in 2020.

Regional goals and measures were approved in December 2020, but they did not identify data sources. Data challenges could impact the comparability, reliability, and accuracy of what gets measured. Some common data points to evaluate outputs and outcomes are already tracked in each county, which can provide a starting point for performance measures and targets.

## New revenue may double or triple available funding



Source: Auditor's Office analysis of Regional Supportive Housing Services: Tri-County Data Scan, Kristina Smock Consulting, November 2020.

The way tax revenue was allocated among the counties has the potential to create inequities. Some variation in funding per individual may be appropriate given the different service models among the counties. However, it could be difficult to sustain for the duration of the program if one county continues to have 85% of the region's priority population, but receives 45% of the tax revenue.

## What we recommend

The report includes three recommendations to be responsive to uncertainty about the measure's inputs, strengthen oversight and accountability, and ensure compliance with the program's requirements.

Agenda Item No. 4.1

**Consideration of Council Meeting minutes for May 27, 2021**

*Consent Agenda*

Metro Council Meeting  
Thursday, June 10, 2021

# **Metro**

*600 NE Grand Ave.  
Portland, OR 97232-2736  
oregonmetro.gov*



**Metro**

## **Minutes**

**Thursday, May 27, 2021**

**2:00 PM**

**<https://zoom.us/j/615079992> or 888-475-4499 (toll free)**

## **Council meeting**

**1. Call to Order and Roll Call**

Council President Lynn Peterson called the Metro Council Meeting call to order at: 2:02 p.m.

**Present:** 7 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Bob Stacey, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

**2. Public Communication**

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

Seeing no public comment, Council President Peterson moved on to the Consent Agenda.

**3. Consent Agenda**

**A motion was made by Councilor Nolan, seconded by Councilor Craddick, to adopt items on the consent agenda. The motion passed by the following vote:**

**Aye:** 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

- 3.1 Resolution No. 21-5161, For the Purpose of Confirming the Appointment of Barbara Erlich to the Metro Central Station Community Enhancement Committee (MCSCEC)

**4. Resolutions**

- 4.1 Resolution No. 21-5172, For the Purpose of Approving the Washington County Local Implementation Plan for the Regional Supportive Housing Services Program

Presenter(s): Patricia Rojas, Metro

Council President Peterson introduced the Regional Housing Director Patricia Rojas (she/her), to present on Resolution No. 21-5172.

Director Rojas reviewed the local implementation plan process, their intended use and the Measure's timeline. June 24th.

Council President Peterson introduced Washington County Chair Kathryn Harrington (she/her) to share remarks on the Washington County Local Implementation Plan. Chair Harrington thanked the Metro Council and staff for their commitment towards ending homelessness in the region.

*Council Discussion*

Councilor Nolan shared the various components of the Washington County Local Implementation Plan that she liked about their plan.

Seeing no further discussion on the topic, Council President Peterson moved on to Chief Operating Officer Communication.

**A motion was made by Councilor Gonzalez, seconded by Councilor Rosenthal, that this item be adopted. The motion passed by the following vote:**

**Aye:** 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

**5. Chief Operating Officer Communication**

Chief Operating Officer Marissa Madrigal (she/her), shared the following updates: Metro's parks amenities for the summer and changes to the Metro Office building

**6. Councilor Communication**

Councilors provided updates on the following meetings and events: MPAC Report (Councilor Lewis, Councilor Stacey and Councilor Rosenthal), SHS Oversight Committee (Councilor Lewis) and TOD Steering (Councilor Stacey and Councilor Rosenthal)

Councilor Gonzalez (he/him) shared prepared remarks to acknowledge Asian Americans and Pacific Islanders (AAPI) heritage month. He shared that hate crimes against the AAPI community have doubled since February 2021. Furthermore, Councilor Gonzalez urged council and the region to support their AAPI friends, family and community members.

**7. Adjourn**

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council meeting at 4:02 p.m.

Respectfully submitted,

*Pilar Karlin*

Pilar Karlin, Council Policy Assistant



**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 27, 2021**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT No.</b>
<b>2.0</b>	Testimony	05/27/21	Delphine Busch Written Testimony	052721c-01

**Resolution No. 21-5177**, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Reprogram Unified Planning Work Program (UPWP) Annual Program Estimates Outside the Constrained MTIP to Avoid Obligation Target Conflicts Impacting Metro, Plus Add One and Cancel One Project Impacting Multnomah County and ODOT (MA21-10-MAY)

*Consent Agenda*

Metro Council Meeting  
Thursday, June 10, 2021

2021-2024 Metropolitan Transportation Improvement Program  
Exhibit A to Resolution 21-5177



Proposed May 2021 Formal Transition Amendment Bundle  
Amendment Type: **Formal/Full**  
Amendment #: **MA21-10-MAY**  
Total Number of Projects: 15

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
<b>UPWP Project Reprogramming Actions</b>				
Project #1 Key <b>20889</b> MTIP ID 70871	Metro	Corridor and Systems Planning (2021)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.
Project #2 Key <b>22154</b> MTIP ID 71111	Metro	Next Corridor Planning (FFY 2022)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.
Project #3 Key <b>22155</b> MTIP ID 71112	Metro	Next Corridor Planning (FFY 2023)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.
Project #4 Key <b>22156</b> MTIP ID 71113	Metro	Next Corridor Planning (FFY 2024)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.

Project #5 Key <b>22145</b> MTIP ID 71118	Metro	Freight and Economic Development Planning (FFY 2022)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	Regional planning to support freight systems planning and economic development planning activities.
Project #6 Key <b>22146</b> MTIP ID 71119	Metro	Freight and Economic Development Planning (FFY 2023)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Regional planning to support freight systems planning and economic development planning activities.
Project #7 Key <b>22147</b> MTIP ID 71120	Metro	Freight and Economic Development Planning (FFY 2024)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Regional planning to support freight systems planning and economic development planning activities.
Project #8 Key <b>22151</b> MTIP ID 71131	Metro	Regional MPO Planning (FFY 2022)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funding to support transportation planning activities and maintain compliance with federal planning regulations.
Project #9 Key <b>22152</b> MTIP ID 71132	Metro	Regional MPO Planning (FFY 2023)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funding to support transportation planning activities and maintain compliance with federal planning regulations.
Project #10 Key <b>22153</b> MTIP ID 71133	Metro	Regional MPO Planning (FFY 2024)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	Funding to support transportation planning activities and maintain compliance with federal planning regulations

Project #11 Key <b>22157</b> MTIP ID 71106	Metro	Regional Travel Options (RTO) Program (FFY 2022)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
Project #12 Key <b>22158</b> MTIP ID 71107	Metro	Regional Travel Options (RTO) Program (FFY 2023)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
Project #13 Key <b>22159</b> MTIP ID 71108	Metro	Regional Travel Options (RTO) Program (FFY 2024)	<b><u>REPROGRAM FUNDS:</u></b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.
End of UPWP Related Project Changes				
Project #14 Key <b>20330</b> MTIP ID 70946	Multnomah County	<b>Stark Street Multimodal Connections</b>	<b><u>CANCEL PROJECT:</u></b> The project is being cancelled before implementation due to a projected revised substantial cost increase to the project. The funds are being transferred to ODOT's new project in Key 22421	Revised significant estimated cost increases to the project have become a major barrier in delivering the project.
Project #15 Key <b>22421</b> <b>New Project</b> MTIP ID TBD	ODOT	<b>Cornelius Pass Hwy: US26 to US30 ITS Improvements</b>	<b><u>ADD NEW PROJECT:</u></b> The amendments adds this project using funds from Key 20330 which is being cancelled and added funds from ODOT	On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.



Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning	<b>ODOT Key:</b>	<b>20889</b>
<b>Project Name:</b> Corridor and Systems Planning (2021)	<b>1</b>	ODOT Type	Planning	<b>MTIP ID:</b>	<b>70871</b>
		Performance Meas:	No	<b>Status:</b>	<b>0</b>
		Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes	RTP ID:	11103
<b>Project Status:</b> 0 = No activity (Planning)		On State Hwy Sys:	No	RFFA ID:	50364
<b>Short Description:</b> Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, <b>and</b> desired outcomes <del>performance measures, investment strategies.</del> (FY 2021 fund allocation Year)		Mile Post Begin:	N/A	RFFA Cycle:	2019-21
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2021
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2020	Past Amend:	1
		Years Active:	2	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	MA21-11-MAY
<b>Detailed Description:</b> The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.					
<b>STIP Description:</b> Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.					

Last Amendment of Modification: None: Administrative - AB21-05-DEC2, December 2020 - Reprogram Planning to FY 2022

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 571,070</del>					\$ -
STBG-U	Z230	2025	\$ 571,070					\$ 571,070
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 571,070</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 65,362</del>					\$ -
Local	Match	2025	\$ 65,362					\$ 65,362
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 65,362</b>
Phase Totals Before Amend:			\$ 636,432	\$ -	\$ -	\$ -	\$ -	\$ 636,432
Phase Totals After Amend:			\$ 636,432	\$ -	\$ -	\$ -	\$ -	\$ 636,432
Year Of Expenditure (YOE):								\$ 636,432

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Corridor and Systems Planning funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the next UPWP is completed and the actual funding needs are approved, the required funding will be advanced forward to FY 2022 either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 20889 will retain the estimated committed UPWP funding from the allocated FY 2021 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A





**Metro**  
**2021-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22154</b>
<b>Project Name:</b> Next Corridor Planning (FFY 2022)	<b>2</b>	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71111</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50402
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	1
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	MA21-10-MAY
<b>Detailed Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 588,202</del>					\$ -
STBG-U	Z230	2025	\$ 588,202					\$ 588,202
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 588,202</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 67,322</del>					\$ -
Local	Match	2025	\$ 67,322					\$ 67,322
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 67,322</b>
Phase Totals Before Amend:			\$ 655,524	\$ -	\$ -	\$ -	\$ -	\$ 655,524
Phase Totals After Amend:			\$ 655,524	\$ -	\$ -	\$ -	\$ -	\$ 655,524
Year Of Expenditure (YOE):								\$ 655,524

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Next Corridor and Planning project and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the next UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward as required either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22154 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



**Metro**  
**2021-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22155</b>
<b>Project Name:</b> Next Corridor Planning (FFY 2023)	<b>3</b>	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71112</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2023 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50403
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	1
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	MA21-10-MAY
<b>Detailed Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>\$ 605,848</del>					\$ -
STBG-U	Z230	2025	\$ 605,848					\$ 605,848
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 605,848</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 69,342</del>					\$ -
Local	Match	2025	\$ 69,342					\$ 69,342
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 69,342</b>
Phase Totals Before Amend:			\$ 675,190	\$ -	\$ -	\$ -	\$ -	\$ 675,190
Phase Totals After Amend:			\$ 675,190	\$ -	\$ -	\$ -	\$ -	\$ 675,190
Year Of Expenditure (YOE):								\$ 675,190

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Next Corridor and Planning project and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22155 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



**Metro**  
**20121-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22156</b>
<b>Project Name:</b> <b>Next Corridor Planning (FFY 2024)</b>	<b>4</b>	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71113</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50404
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: MA21-10-MAY	
<b>Detailed Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>\$ 624,024</del>					\$ -
STBG-U	Z230	2025	\$ 624,024					\$ 624,024
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 624,024</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 71,422</del>					\$ -
Local	Match	2025	\$ 71,422					\$ 71,422
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 71,422</b>
Phase Totals Before Amend:			\$ 695,446	\$ -	\$ -	\$ -	\$ -	\$ 695,446
Phase Totals After Amend:			\$ 695,446	\$ -	\$ -	\$ -	\$ -	\$ 695,446
Year Of Expenditure (YOE):								\$ 695,446



**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Next Corridor and Planning project and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22156 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22145</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2022)	5	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71118</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50409
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: MA21-10-MAY	
<b>Detailed Description:</b> Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 74,263</del>					\$ -
STBG-U	Z230	2025	\$ 74,263					\$ 74,263
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 74,263</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 8,500</del>					\$ -
Local	Match	2025	\$ 8,500					\$ 8,500
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 8,500</b>
Phase Totals Before Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Phase Totals After Amend:			\$ 82,763	\$ -	\$ -	\$ -	\$ -	\$ 82,763
Year Of Expenditure (YOE):								\$ 82,763

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Freight and Economic Development planning and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22145 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



**Metro**  
**2021-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22146</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2023)	<b>6</b>	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71119</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50410
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: MA21-10-MAY	
<b>Detailed Description:</b> Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>\$ 76,491</del>					\$ -
STBG-U	Z230	2025	\$ 76,491					\$ 76,491
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 76,491</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 8,755</del>					\$ -
Local	Match	2025	\$ 8,755					\$ 8,755
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 8,755</b>
Phase Totals Before Amend:			\$ 85,246	\$ -	\$ -	\$ -	\$ -	\$ 85,246
Phase Totals After Amend:			\$ 85,246	\$ -	\$ -	\$ -	\$ -	\$ 85,246
Year Of Expenditure (YOE):								\$ 85,246

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Freight and Economic Development planning and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22146 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



**Metro**  
**2021-24 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22147</b>
<b>Project Name:</b> Freight and Economic Development Planning (FFY 2024)	<b>7</b>	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71120</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50411
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: MA21-10-MAY	
<b>Detailed Description:</b> Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funds to contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor.						
Last Amendment of Modification: None. This the first amendment to the project						



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>\$ 78,786</del>					\$ -
STBG-U	Z230	2025	\$ 78,786					\$ 78,786
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 78,786</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 9,017</del>					\$ -
Local	Match	2025	\$ 9,017					\$ 9,017
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 9,017</b>
Phase Totals Before Amend:			\$ 87,803	\$ -	\$ -	\$ -	\$ -	\$ 87,803
Phase Totals After Amend:			\$ 87,803	\$ -	\$ -	\$ -	\$ -	\$ 87,803
Year Of Expenditure (YOE):								\$ 87,803

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to void obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Freight and Economic Development planning and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved Corridor and Systems Planning projects, the required funding will be advanced forward either into a stand-alone project or into the UPWP Master Agreement list of approved project. Until then, Key 22147 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning	<b>ODOT Key:</b>	<b>22151</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2022)	8	ODOT Type	Planning	<b>MTIP ID:</b>	<b>71131</b>
		Performance Meas:	No	<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No	<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes	RTP ID:	11103
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)		On State Hwy Sys:	No	RFFA ID:	50415
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)					
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations					

Last Amendment of Modification: None. This the first amendment to the project

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>\$ 1,400,673</del>					\$ -
STBG-U	Z230	2025	\$ 1,400,673					\$ 1,400,673
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,400,673</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>\$ 160,313</del>					\$ -
Local	Match	2025	\$ 160,313					\$ 160,313
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 160,313</b>
Phase Totals Before Amend:			\$ 1,560,986	\$ -	\$ -	\$ -	\$ -	\$ 1,560,986
Phase Totals After Amend:			\$ 1,560,986	\$ -	\$ -	\$ -	\$ -	\$ 1,560,986
Year Of Expenditure (YOE):								\$ 1,560,986

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22151 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22152</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2023)	9	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71132</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50416
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. <b>(UPWP RFFA Step 1 STBG allocation)</b>						
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>\$ 1,442,694</del>					\$ -
STBG-U	Z230	2025	\$ 1,442,694					\$ 1,442,694
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,442,694</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>\$ 165,123</del>					\$ -
Local	Match	2025	\$ 165,123					\$ 165,123
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 165,123</b>
Phase Totals Before Amend:			\$ 1,607,817	\$ -	\$ -	\$ -	\$ -	\$ 1,607,817
Phase Totals After Amend:			\$ 1,607,817	\$ -	\$ -	\$ -	\$ -	\$ 1,607,817
Year Of Expenditure (YOE):								\$ 1,607,817

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22152 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A





Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22153</b>
<b>Project Name:</b> Regional MPO Planning (FFY 2024)	10	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71133</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2024 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50417
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>\$ 1,485,975</del>					\$ -
STBG-U	Z230	2025	\$ 1,485,975					\$ 1,485,975
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,485,975</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>\$ 170,076</del>					\$ -
Local	Match	2025	\$ 170,076					\$ 170,076
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 170,076</b>
Phase Totals Before Amend:			\$ 1,656,051	\$ -	\$ -	\$ -	\$ -	\$ 1,656,051
Phase Totals After Amend:			\$ 1,656,051	\$ -	\$ -	\$ -	\$ -	\$ 1,656,051
Year Of Expenditure (YOE):								\$ 1,656,051

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22153 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22157</b>
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2022)	11	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71106</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
		On State Hwy Sys:	No		RFFA ID:	50417
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2022
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> Funding to support transportation planning activities and maintain compliance with federal planning regulations						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other FTA/Transit	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2022</del>	<del>-</del>				<del>\$ 2,756,697</del>	\$ -
STBG-U	Z230	2025					\$ 2,756,697	\$ 2,756,697
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,756,697</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>	<del>-</del>				<del>\$ 315,516</del>	\$ -
Local	Match	2025					\$ 315,516	\$ 315,516
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 315,516</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,072,213	\$ 3,072,213
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,072,213	\$ 3,072,213
Year Of Expenditure (YOE):								\$ 3,072,213

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Planning funds and funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the UPWP Master Agreement list of approved projects. Until then, Key 22157 will retain the estimated committed UPWP funding from the allocated FY 2022 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		<b>ODOT Key:</b>	<b>22158</b>
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2023)	12	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71107</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2023 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50397
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2023
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (FTA/Transit)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2023</del>	<del>-</del>				<del>\$ 2,839,398</del>	\$ -
STBG-U	Z230	2025					\$ 2,839,398	\$ 2,839,398
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,839,398</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2023</del>	<del>-</del>				<del>\$ 324,982</del>	\$ -
Local	Match	2025					\$ 324,982	\$ 324,982
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 324,982</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,164,380	\$ 3,164,380
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,164,380	\$ 3,164,380
Year Of Expenditure (YOE):								\$ 3,164,380



**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Travel Options program funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the approved, the required funding will be advanced forward into the required year. Until then, Key 22158 will retain the estimated committed UPWP funding from the allocated FY 2023 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**REPROGRAM FUNDS**  
Push out STBG and match to FY  
2025

<b>Lead Agency:</b> Metro		Project Type:	Planning		ODOT Key:	22159
<b>Project Name:</b> Regional Travel Options (RTO) Program (FFY 2024)	13	ODOT Type	Planning		<b>MTIP ID:</b>	<b>71108</b>
		Performance Meas:	No		<b>Status:</b>	<b>0</b>
<b>Project Status:</b> 0 = No activity (Planning)		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2025</b>
		Conformity Exempt:	Yes		RTP ID:	11103
<b>Short Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2024 UPWP allocation year)		On State Hwy Sys:	No		RFFA ID:	50397
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 2024
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd:	MA21-10-MAY
<b>Detailed Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours (UPWP RFFA Step 1 STBG allocation)						
<b>STIP Description:</b> The Regional Travel Options (RTO) program implements strategies to help diversify people's trip choices, reduce pollution, and improve mobility.						
Last Amendment of Modification: None. This the first amendment to the project						

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (FTA/Transit)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2024</del>	<del>-</del>				<del>\$ 2,924,580</del>	\$ -
STBG-U	Z230	2025					\$ 2,924,580	\$ 2,924,580
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 2,924,580</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2024</del>	<del>-</del>				<del>\$ 324,982</del>	\$ -
Local	Match	2025					\$ 324,982	\$ 324,982
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ 324,982</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,249,562	\$ 3,249,562
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,249,562	\$ 3,249,562
Year Of Expenditure (YOE):								\$ 3,249,562

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project reprogramming to avoid obligation target issues.

**Amendment Summary:**

The formal amendment reprograms the UPWP Regional Travel Options program funds out to FY 2025. By doing this, the funds will be outside of the MTIP's constrained years and will not impact the annual Obligation Targets. Once development of the applicable UPWP is completed and the actual funding needs for the RTO program are approved, the required funding will be advanced forward into the required year. Until then, Key 22159 will retain the estimated committed UPWP funding from the allocated FY 2024 funding year for future uses.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies
- > UPWP amendment: Yes
- > RTP Goals: Goal 11 - Transparency and Accountability
- > Goal 11.2 - Performance Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

**Fund Codes:**

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: N/A



Metro  
2021-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**CANCEL PROJECT**  
Cancel project and move funding to  
Key

<b>Lead Agency:</b> Multnomah County		Project Type: Active	<b>ODOT Key:</b> 20330
<b>Project Name:</b> Stark Street Multimodal Connections	14	ODOT Type: BikePed	<b>MTIP ID:</b> 70946
		Performance Meas: No	<b>Status:</b> 1
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing: No	<b>Comp Date:</b> N/A
		Conformity Exempt: Yes	RTP ID: 12095
<b>Short Description:</b> Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		Flex Transfer to FTA: No	Transfer Code: N/A
		1st Year Program'd: 2019	Past Amend: 2
		Years Active: 3	OTC Approval: DIR-Yes
	STIP Amend #: 21-24-0705	MTIP Amnd #: MA21-10-MAY	
<b>Detailed Description:</b> None			
<b>STIP Description:</b> Close the existing east-west gap in bicycle and pedestrian travel and improve safety by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.			
Last Amendment of Modification: 1 prior - Administrative - AB21-01-AUG1, August 2020 - Slip ROW to 2021			

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State-STBG	Z240	2019	-	\$ <del>328,582</del>				\$ -
State-STBG	Z240	2021			\$ <del>306,669</del>			\$ -
State-STBG	Z240	2021					\$ <del>2,519,127</del>	\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations \$:</b>				\$ 328,582				Federal Aid ID
<b>EA Number:</b>				PE003106				C051(113)
<b>Initial Obligation Date:</b>				4/29/2019				
<b>EA End Date:</b>				N/A				
<b>Known Expenditures:</b>				N/A				
<b>State Funds</b>								
								-
								-
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
Local	Match	2019		\$ <del>37,608</del>				\$ -
Other	OTH0	2019		\$ <del>62,393</del>				\$ -
Local	Match	2021			\$ <del>35,100</del>			\$ -
Other	OTH0	2021			\$ <del>58,232</del>			\$ -
Local	Match	2021					\$ <del>288,325</del>	\$ -
Other	OTH0	2021					\$ <del>478,343</del>	\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ <del>428,583</del>	\$ <del>400,001</del>	\$ -	\$ <del>3,285,795</del>	\$ <del>4,114,379</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

**CANCEL PROJECT FROM THE MTIP**  
 Unobligated funds are being transferred to Key 22421

**Notes and Summary of Changes:**

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment cancels the project and transfers the unobligated funds to Multnomah County's new project in Key 22421 - Also part of this Formal Amendment bundle. Obligated PE were deobligated with the exception of \$36k already expended to the project. Multnomah County has determined that the proposed Stark Street Multimodal Improvements project is significantly underfunded. They have determined the project is not worth delivering based on the revised project cost. The project was awarded State STBG federal funds from ODOT. ODOT has agreed to a substitute project which is being programmed in Key 22421.

> Will Performance Measurements Apply: No

**RTP References:**

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Bicycle and Pedestrian projects

> UPWP amendment: No

> RTP Goals: N/A

> Goal N/A

> Goal Description: N/A

**Fund Codes:**

> State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then awarded to specific eligible projects under ODOT's management.

> Local = General local funds provided by the lead agency as part of the required match.

> Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

**Other**

> On NHS: No

> Metro Model: No. However

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



Metro  
20121-24 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment**  
**ADD NEW PROJECT**  
Transfer funds from 20330 to add  
this new project

<b>Lead Agency:</b> ODOT		<b>Project Type:</b> TSMO/ITS		<b>ODOT Key:</b> 22421
<b>Project Name:</b> Cornelius Pass Hwy: US26 to US30 ITS Improvements	15	<b>ODOT Type</b>	ITS	<b>MTIP ID:</b> TBD
		<b>Performance Meas:</b>	ITS	<b>Status:</b> 2
<b>Project Status:</b> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)		<b>Capacity Enhancing:</b>	No	<b>Comp Date:</b> 12/31/2025
		<b>Conformity Exempt:</b>	Yes	<b>RTP ID:</b> 12095
<b>Short Description:</b> On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.		<b>On State Hwy Sys:</b>	No	<b>RFFA ID:</b> N/A
		<b>Mile Post Begin:</b>	N/A	<b>RFFA Cycle:</b> N/A
		<b>Mile Post End:</b>	N/A	<b>UPWP:</b> No
		<b>Length:</b>	N/A	<b>UPWP Cycle:</b> N/A
		<b>Flex Transfer to FTA</b>	No	<b>Transfer Code</b> N/A
		<b>1st Year Program'd:</b>	2021	<b>Past Amend:</b> 0
		<b>Years Active:</b>	0	<b>OTC Approval:</b> DIR-Yes
		<b>STIP Amend #:</b> 21-24-0705		<b>MTIP Amnd #:</b> MA21-10-MAY
<b>Detailed Description:</b> On Cornelius Pass Hwy from US 26 to US30, complete various safety and ITS improvements throughout the corridor to upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety, information, and overall corridor operations and management.				
<b>STIP Description:</b> ITS and signage improvements are proposed are along the entire Cornelius Pass corridor.				

Last Amendment of Modification: Initial Programming in the MTIP



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
State TAP	Z300	2021		\$ 1,185,887				\$ 1,185,887
State TAP	Z300	2022			\$ 132,278			\$ 132,278
State TAP	Z300	2023				\$ 53,838		\$ 53,838
Sate TAP	Z300	2024					\$ 1,458,419	\$ 1,458,419
AC-TAS	ACP0	2024					\$ 1,362,660	\$ 1,362,660
							<b>Federal Totals:</b>	<b>\$ 4,193,082</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
<b>State Funds</b>								
State	Match	2021		\$ 135,730				\$ 135,730
State	Match	2022			\$ 15,140			\$ 15,140
State	Match	2023				\$ 6,162		\$ 6,162
State	Match	2024					\$ 166,923	\$ 166,923
State (to AC)	Match	2024					\$ 155,963	\$ 155,963
							<b>State Total:</b>	<b>\$ 479,918</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 1,321,617	\$ 147,418	\$ 60,000	\$ 3,143,965	\$ 4,673,000
Year Of Expenditure (YOE):								\$ 4,673,000

**Notes and Summary of Changes:**

> Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

**Amendment Summary:**

The formal amendment adds the new project to the 2021-24 MTIP. The project represents a repurposed use of funds first programmed on Key 20330. Key 20330 is being canceled as part of this amendment bundle. ODOT agreed to allow Multnomah County transfer the funding from Key 20330 to this new project. The safety ITS project will provide safety and ITS updates throughout the Cornelius Pass Rd corridor. Improvements will complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.

> Will Performance Measurements Apply: Yes - Safety and ITS

**RTP References:**

> RTP ID: 12095 - Safety & Operations Projects

> RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.

> UPWP amendment: No

> RTP Goals: Goal 4 - Reliability and Efficiency

> Goal 4.3 Travel Information

> Goal Description: Increase the number of travelers, households and businesses with access to real-time comprehensive, integrated, and universally accessible travel information.

**Fund Codes:**

> State TAP = Federal appropriated Transportation Alternatives Program funds to ODOT for use on eligible projects

> AC-TAS = Federal Advance Construction placeholder fund type code with the assumption the actual conversion code will be TAP funds.

> State = General state funds provided by the lead agency as part of the required match.

**Other**

> On NHS: Yes, a portion is identified as part of the MAP-21 Principal Arterial

> Metro Model: Yes a portion is identified as a minor arterial within the UGB in the Motor Vehicle network

> Model category: Minor Arterial

> TCM project: No

> Located on the CMP: Yes, a small portion within the UGB is identified part of the CMP

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: May 20, 2021  
To: Metro Council and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: May 2021 MTIP Formal Amendment & Resolution 21-5177 Approval Request

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## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REPROGRAM UNIFIED PLANNING WORK PROGRAM (UPWP) ANNUAL PROGRAM ESTIMATES OUTSIDE THE CONSTRAINED MTIP TO AVOID OBLIGATION TARGET CONFLICTS IMPACTING METRO, PLUS ADD ONE AND CANCEL ONE PROJECT IMPACTING MULTNOMAH COUNTY AND ODOT (MA21-10-MAY)

## BACKGROUND

### What This Is:

The May 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5177 and being processed under MTIP Amendment MA21-10-MAY. The bundle contains a total of 15 projects.

### What is the requested action?

**JPACT approved Resolution 21-5177 on May 10, 2021 consisting of thirteen projects which include required updates to the UPWP impacting Metro, and two additional projects impacting Multnomah County and ODOT and is now providing their approval recommendation to Metro Council to approve Resolution 21-5177 and the May 2021 Formal MTIP Amendment bundle.**

Proposed May 2021 Formal Amendment Bundle Amendment Type: <b>Formal/Full</b> Amendment #: <b>MA21-10-MAY</b> Total Number of Projects: 15					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
UPWP Project Reprogramming Actions					
Project #1 Key 20889	70871	Metro	Corridor and Systems Planning (2021)	Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, and desired outcomes <del>performance measures, investment strategies.</del> (FY 2021 fund allocation Year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22154	71111	Metro	Next Corridor Planning (FFY 2022)	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #3 Key 22155	71112	Metro	Next Corridor Planning (FFY 2023)	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #4 Key 22156	71113	Metro	Next Corridor Planning (FFY 2024)	Funds contribute toward development of prioritized transportation improvements and funding strategy for the region's next priority corridor. (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #5 Key 22145	71118	Metro	Freight and Economic Development Planning (FFY 2022)	Regional planning to support freight systems planning and economic development planning activities. (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #6 Key 22146	71119	Metro	Freight and Economic Development Planning (FFY 2023)	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #7 Key 22147	71120	Metro	Freight and Economic Development Planning (FFY 2024)	Regional planning to support freight systems planning and economic development planning activities. (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #8 Key 22151	71131	Metro	Regional MPO Planning (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

Project #9 Key 22152	71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #10 Key 22153	71133	Metro	Regional MPO Planning (FFY 2024)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #11 Key 22157	71106	Metro	Regional Travel Options (RTO) Program (FFY 2022)	Funding to support transportation planning activities and maintain compliance with federal planning regulations (FY 2022 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #12 Key 22158	71107	Metro	Regional Travel Options (RTO) Program (FFY 2023)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2023 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
Project #13 Key 22159	71108	Metro	Regional Travel Options (RTO) Program (FFY 2024)	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility (FY 2024 UPWP allocation year)	<b>REPROGRAM FUNDS:</b> Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets
<b>End UPWP Related Project Amendments</b>					
Project #14 Key 20330	70946	Multnomah County	<b>Stark Street Multimodal Connections</b>	Close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.	<b>CANCEL PROJECT:</b> The project is being cancelled before implementation due to a projected revised substantial cost increase to the project. The funds are being transferred to ODOT's new project in Key 22421
Project #15 Key 22421 New Project	TBD	ODOT	<b>Cornelius Pass Hwy: US26 to US30 ITS Improvements</b>	On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.	<b>ADD NEW PROJECT:</b> The amendments adds this project using funds from Key 20330 which is being cancelled and added funds from ODOT

**AMENDMENT BUNDLE SUMMARY AND THE UPWP:**

The May 2021 MTIP Formal Amendment bundle consists of required updates and changes to two groups of projects. The first group involves reprogramming several UPWP project grouping buckets out to FY 2025. The UPWP projects are being pushed-out to the MTIP non-constrained year in FY 2025 to avoid possible conflicts with the annual Obligation Targets. The key conflict involves how much Metro allocated Surface Transportation Block Grant (STBG) funds will be needed to support the annual UPWP.

The annual Obligation Targets program is designed on the capital project delivery process which includes multiple project phases, defined scopes, and defined approval steps. This allows the project managers, ODOT Local Agency Liaisons (LAL), and Metro oversight staff the ability to project phase obligation timing and delivery of scope activities six months or more with an 80% or higher confidence level. This is not the case for UPWP planning projects that utilize federal funds.

UPWP planning projects are less structured in scope and delivery requirements. They do not fit well into the capital project highway delivery process. Due to these differences, UPWP planning projects are more difficult to estimate their obligation month with 90% or higher certainty factor. As a result, estimating the correct obligation timing for UPWP planning projects is about 50%-50% guess. Unfortunately, with a minimum obligation target of 80%, there is an insufficient error margin for the Metro Annual Obligation Targets project list to absorb the failure of UPWP planning projects to obligate during their identified fiscal year and still meet the 80% minimum obligation requirement.

The solution now being initiated is to reprogram the UPWP pre-positioned project grouping buckets out to the MTIP's non-constrained fiscal year of FY 2025. Once the annual UPWP is developed with the approved list of project, the STBG funds will be advanced through a formal/full amendment to the required obligation year in the MTIP. This action will help avoid identifying UPWP projects prematurely for the annual Obligation Targets program that end not being part of the final UPWP or, due to a need to further scope the project, will not obligate in the current federal fiscal year.

The UPWP reprogramming action occurring through this formal/full MTIP will take two formal amendments to complete. Thirteen projects are identified as part of the May 2021 Formal MTIP. The remaining UPWP reprogramming actions will be completed through the June 2021 MTIP Formal Amendment.

The second group of projects included in the May 221 Formal MTIP Amendment consist of the regular projects that require changes which are significant to trigger the formal amendment. These projects are listed at the end of the bundle.

**SUPPLEMENTAL TPAC DISCUSSION CONCERNING THE STARK ST PROJECT CANCELATION:**

During their May 7, 2021 meeting, TPAC members raised several questions about how ODOT determined the new Cornelius Pass Hwy ITS project (also part of this amendment bundle) was an acceptable replacement project. As requested by TPAC members, the following provides additional details about the Stark Street cancellation and decision to commit the funding to the Cornelius Pass Hwy ITS project.

1. The Multnomah County Starke Street Multimodal Connections project received a discretionary funding award from ODOT. The discretionary award originates from ODOT's Enhance program. The programmed federal funds are not from Metro or the Regional

Flexible Fund Allocation (RFFA) program. The project is programmed in the MTIP and STIP in Key 20330.

2. The project's scope and purpose was to close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.
3. As with other discretionary funded projects, the MTIP and STIP programming is based on early cost estimates before the Preliminary Engineering (PE) began. Subsequent reviews and updates to the project indicated the project cost would be significantly higher than the current budget and STIP and MTIP programming showed. The County's ability to cover the additional costs was not guaranteed.
4. Follow-on discussion between Multnomah County and ODOT resulted in Multnomah County requesting that the Stark Street Multimodal Connections project be canceled. The project had not progressed far through the federal transportation delivery process and expenditures against the project were low.
5. Normally, when the lead agency requests cancelation of a transportation grant award, the funds are relinquished back to the grantor. In this case, the grantor is ODOT. Once the funds are relinquished, the grantor can re-purpose the funds contingent upon need, eligibility of the funds, geographic balancing, or other factors which are under the control of the grantor. For ODOT, their options basically ranged from re-purposing the funds to another project across the state, allocating the funds to a project within Region 1, or plan on committing the funds to a future STIP project.
6. Because federal transportation funds possess various eligibility requirements (e.g. shelf-life obligation requirements, and/or other restrictions or use parameters), the grantor has to address the eligibility and restrictions for the funds when considering their repurposing. No black-and-white standardized repurposing process usually exists for the grantor to follow when funds are relinquished. The grantor will weigh fund use eligibility, shelf-life obligations, ease of reimbursement, location, and other factors when determining their repurposing options.
7. For the Stark Street Multimodal Connections project, once ODOT approved the funds to be relinquished, their re-purposing process considered of the following:
  - a. The ODOT Region 1 Manager in conjunction with the Area Manager West, based on recommendations from Traffic and Operations team, decided this was best use of funds to keep money in the county and improve the safety and operational issues that need to be addressed on the acquired highway.
  - b. Specifically, the ODOT Region 1 Traffic section looked at this stretch of highway and determined several safety and operational improvements (ITS, signing, striping) that could be made for the benefit of the traveling public. These could be designed and installed relatively quickly so travelers will see the safety benefits soon. This has the added benefit of building upon the current ITS project immediately already under design in this corridor (K21500).
  - c. Region 1 did not get additional resources to manage this new state highway in the near term, so this is an opportunity to invest in safety there before more funds become available in the 24-27 STIP cycle.

8. In this specific case, ODOT determine the best repurposing use for the funds was to keep them in Region 1 within Multnomah County, but re-allocate them to support a more direct safety improvement project on Cornelius Pass Hwy.

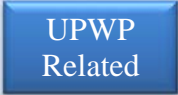
## PROJECT SUMMARY OVERVIEWS

A detailed summary of the UPWP projects being reprogrammed out to FY 2025 are listed below. They are grouped together based on their purpose and funding categories. They are followed by the Multnomah County Stark Street cancelation and the new Cornelius Pass Hwy project.

Projects 1-4:		Corridor and Systems Planning (2021) (Key 20889) Next Corridor Planning (FFY 2022) (Key 22154) Next Corridor Planning (FFY 2023) (Key 22155) Next Corridor Planning (FFY 2024) (Key 22156)		UPWP Related
Lead Agency:	Metro			
ODOT Key Number:	20889		70873	
	22154		71111	
	22155	MTIP ID Number:	71112	
	22156		71113	
Projects Description:	Project Snapshot:			
	<ul style="list-style-type: none"><li>• <u>Metro UPWP Project:</u> <b>Yes</b></li><li>• <u>Proposed improvements:</u> The project grouping buckets support regional and corridor based annual UPWP projects. The final developed and approved projects will be identified in the UPWP. The projects will then draw their funding from this bucket and be a stand-alone project in the MTIP, or be included in the Master Agreement list of approved annual UPWP projects.</li><li>• <u>Source:</u> Existing project.</li><li>• <u>Amendment Action:</u> Reprogram to FY 2025. (Advance to FY 2022) required funding when identified and approved as part of the SFY 2023 UPWP</li><li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) Surface Transportation Block Grant (STBG)</li><li>• <u>FTA Conversion Code:</u> Not Applicable</li><li>• <u>Location, Limits and Mile Posts:</u><ul style="list-style-type: none"><li>○ Location: MPO Region wide</li><li>○ Cross Street Limits: N/A</li><li>○ Overall Mile Post Limits: N/A</li></ul></li><li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li><li>• <u>Air Conformity/Capacity Status:</u></li></ul>			



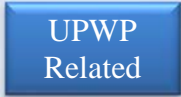
	<p>The projects are not defined at this time. However, as planning projects, they will be considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and are exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</p> <ul style="list-style-type: none"><li>• <u>Regional Significance Status:</u> N/A</li><li>• <u>Amendment ID and Approval Estimates:</u><ul style="list-style-type: none"><li>○ STIP Amendment Number: TBD</li><li>○ MTIP Amendment Number: MA21-10-MAY</li><li>○ OTC approval required: No.</li><li>○ Metro approval date: Tentatively scheduled for June 10, 2021.</li></ul></li></ul>																														
What is changing?	<p><b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b></p> <p>The formal amendment pushes the identified projects Keys from their current allocation year to be in the MTIP’s non constrained year of FY 2025. The reprogramming action avoids possible conflicts with the Obligation Targets program. The UPWP funds will remain committed to their project grouping buckets. Each specific year the UPWP is developed and approved, required funds will be advanced into the required obligation year supporting UPWP Next Corridor and Systems Planning needs</p>																														
Additional Details:	<p>A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.</p>																														
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.</p>																														
Total Programmed Amount:	<p>Programming remains unchanged for the identified projects</p> <table><tr><th>Key</th><th>Prior Programmed Year</th><th>New Programmed year</th><th>Federal STBG</th><th>Match</th><th>Total</th></tr><tr><td>20889</td><td>2022</td><td>2025</td><td>\$571,070</td><td>\$65,362</td><td>\$636,432</td></tr><tr><td>22154</td><td>2022</td><td>2025</td><td>\$588,202</td><td>\$67,322</td><td>\$655,524</td></tr><tr><td>22155</td><td>2023</td><td>2025</td><td>\$605,848</td><td>\$69,342</td><td>\$675,190</td></tr><tr><td>22156</td><td>2024</td><td>2025</td><td>\$624,024</td><td>\$71,422</td><td>\$695,446</td></tr></table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	20889	2022	2025	\$571,070	\$65,362	\$636,432	22154	2022	2025	\$588,202	\$67,322	\$655,524	22155	2023	2025	\$605,848	\$69,342	\$675,190	22156	2024	2025	\$624,024	\$71,422	\$695,446
Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total																										
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22155	2023	2025	\$605,848	\$69,342	\$675,190																										
22156	2024	2025	\$624,024	\$71,422	\$695,446																										
Added Notes:	<p>Key 20888 has Corridor funds for the SFY 2022 UPWP. Remaining unobligated funds were already reprogrammed to FY 2025. These funds will be available if needed as part of the SFY 2023 UPWP.</p>																														

<b>Project 5-7:</b>	<b>Freight and Economic Development Planning (FFY 2022) (Key 22145)</b> <b>Freight and Economic Development Planning (FFY 2023) (Key 22146)</b> <b>Freight and Economic Development Planning (FFY 2024) (Key 22147)</b>			
Lead Agency:	<b>Metro</b>			
ODOT Key Number:	<b>22145</b>	MTIP ID Number:	71118	
	<b>22146</b>		71119	
	<b>22147</b>		71120	
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> Regional planning to support freight systems planning and economic development planning activities.</li> <li>• <u>Source:</u> Existing project.</li> <li>• <u>Amendment Action:</u> Reprogram funding to FY 2025</li> <li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting UPWP Freight and Economic Development Planning. Committed federal funds are STBG. While separated into its own subcategory, the funding normally supports Metro staff activities and will be included in the Master Agreement list of approved UPWP projects.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021.</li> </ul> </li> </ul>			

What is changing?	<b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b>  The formal amendment reprograms the three constrained UPWP Freight and Economic Development planning projects from their allocation year to the MTIP’s unconstrained year of FY 2025. The reprogramming purpose to avoid possible conflicts with the annual Obligation Targets program requirements.					
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.					
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.					
Total Programmed Amount:	Summary of Economic Freight Reprogramming Actions					
	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	22145	2022	2025	\$72,263	\$8,500	\$82,763
	22146	2022	2025	\$76,491	\$8,755	\$85,246
	22147	2023	2025	\$78,786	\$9,017	\$87,803
Added Notes:						

<b>Projects 8-10:</b>	<b>Regional MPO Planning (FFY 2022) (Key 22151)</b> <b>Regional MPO Planning (FFY 2023) (Key 22152)</b> <b>Regional MPO Planning (FFY 2024) (Key 22153)</b>		<b>UPWP Related</b>
Lead Agency:	<b>Metro</b>		
ODOT Key Number:	<b>22151</b> <b>22152</b> <b>22153</b>	MTIP ID Number:	71131 71132 71133
Projects Description:	<p><b>Project Snapshot:</b></p> <ul style="list-style-type: none"> <li><u>Metro UPWP Project:</u> <b>Yes</b></li> <li><u>Proposed improvements:</u> The STBG funding is reserved to support transportation planning activities and maintain compliance with federal planning regulations. The funds along with the annual allocated PL and 5303 funds are normally committed to the final UPWP Master Agreement list of projects</li> <li><u>Source:</u> Existing project.</li> <li><u>Amendment Action:</u> Reprogram annual Regional Planning projects (FY 2022 through FY 2024) to FY 2025 to avoid conflicts with the Obligation Targets program</li> <li><u>Funding:</u> The funding is federal Regional Flexible Fund Allocation (RFFA) Step 1 "Surface Transportation Block Grant (STBG) funds.</li> </ul>		

	<ul style="list-style-type: none"> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: Regional</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No.</li> <li>○ Metro approval date: Tentatively scheduled for May 6, 2021</li> </ul> </li> </ul>					
What is changing?	<p><b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b></p> <p>The formal amendment reprograms the three UPWP Regional Planning STBG revenue buckets out to FY 2025. The action will eliminate possible conflicts with the development and execution of the annual Obligation Targets program. As each new UPWP is developed and approved, the required funds from each STBG UPWP bucket will be then advanced and combined into the designated project key for the Master Agreement list of UPWP projects.</p>					
Additional Details:	The FY 2021 STBG UPWP revenue bucket was already combined into Key 20597. This occurred as part of the April 2021 Formal MTIP Amendment.					
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment complete.					
Total Programmed Amount:	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	22151	2022	2025	\$1,400,673	\$160,313	\$1,560,986
	22152	2023	2025	\$1,442,694	\$165,123	\$1,607,817
	22153	2024	2025	\$1,485,975	\$170,076	\$1,656,051
Added Notes:						

<b>Projects 11-13:</b>	<b>Regional Travel Options (RTO) program (FFY 2022) (Key 22157)</b> <b>Regional Travel Options (RTO) program (FFY 2023) (Key 22158)</b> <b>Regional Travel Options (RTO) program (FFY 2024) (Key 22159)</b>			
<b>Lead Agency:</b>	<b>Metro</b>			
<b>ODOT Key Number:</b>	<b>22157</b> <b>22158</b> <b>22159</b>	<b>MTIP ID Number:</b>	<b>71106</b> <b>71107</b> <b>71108</b>	
<b>Projects Description:</b>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>Yes</b></li> <li>• <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project.</li> <li>• <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program</li> <li>• <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) supporting the Regional Travel Options (RTO) program. The approved funding originates from the SFY 2022 UPWP Funding Summary. This is an annual UPWP recurring project. The project is a UPWP Stand-alone project in the MTIP because the federal STBG funds will be flex-transferred to FTA</li> <li>• FTA Conversion Code: <b>Section 5307.</b></li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: MPO Region wide</li> <li>○ Cross Street Limits: N/A</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 0 = No activity (for these program funds)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C.</li> <li>• <u>Regional Significance Status:</u> N/A</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MAP21-10-MAY</li> </ul> </li> </ul>			

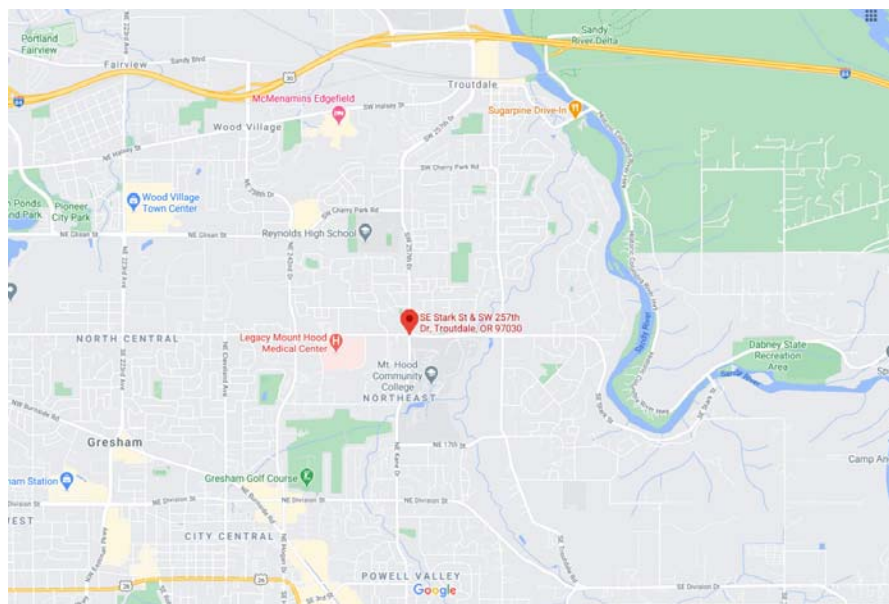
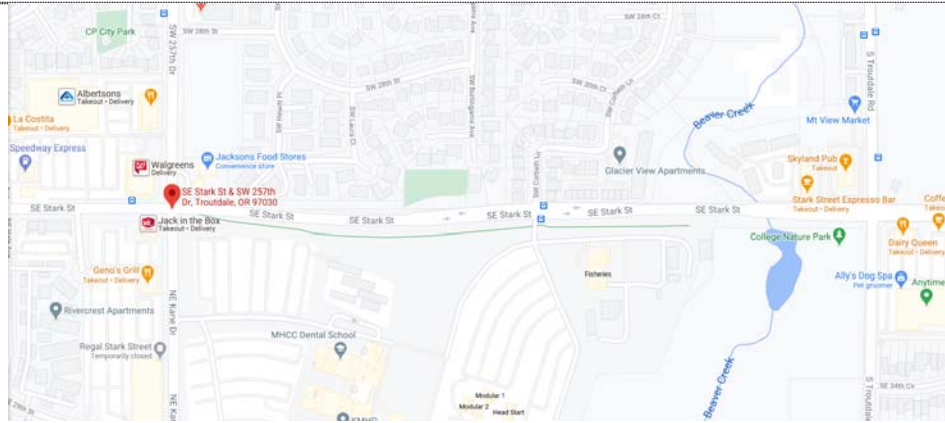
	<ul style="list-style-type: none"><li>○ OTC approval required: No.</li><li>○ Metro approval date: Tentatively scheduled for June 10, 2021</li></ul>																													
What is changing?	<b><u>AMENDMENT ACTION: REPROGRAM FUNDS</u></b>  The formal amendment completes reprograms the RTO funds out to FY 2025 to avoid conflicts with the Obligation Targets program.																													
Additional Details:	The Regional Travel Options (RTO) program guides the region in creating safe, vibrant, and livable communities by supporting programs that increase walking, biking, ride sharing, telecommuting, and public transit use. The RTO program is a critical strategy for getting the most benefit and use from transportation infrastructure investments. Through grants, sponsorships, policy guidance, regional coordination, and technical assistance, the Metro RTO program has been serving the region for over 20 years.																													
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.																													
Total Programmed Amount:	<table><tr><th>Key</th><th>Prior Programmed Year</th><th>New Programmed year</th><th>Federal STBG</th><th>Match</th><th>Total</th></tr><tr><td>22157</td><td>2022</td><td>2025</td><td>\$2,756,697</td><td>\$315,516</td><td>\$3,072,213</td></tr><tr><td>22158</td><td>2023</td><td>2025</td><td>\$1,485,975</td><td>\$324,982</td><td>\$3,164,380</td></tr><tr><td>22159</td><td>2024</td><td>2025</td><td>\$2,924,580</td><td>\$334,731</td><td>\$3,259,311</td></tr></table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22157	2022	2025	\$2,756,697	\$315,516	\$3,072,213	22158	2023	2025	\$1,485,975	\$324,982	\$3,164,380	22159	2024	2025	\$2,924,580	\$334,731	\$3,259,311					
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22159	2024	2025	\$2,924,580	\$334,731	\$3,259,311																									
Added Notes:																														

### End of UPWP reprogramming Actions

<b>Projects 14:</b>	<b>Stark Street Multimodal Connections (Cancel Project)</b>		
Lead Agency:	<b>Multnomah County</b>		
ODOT Key Number:	<b>20330</b>	MTIP ID Number:	70946
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li><u>Metro UPWP Project:</u> No</li> <li><u>Proposed improvements:</u> The project will close the existing east-west gap in bicycle and pedestrian travel by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.</li> <li><u>Source:</u> Existing project.</li> <li><u>Amendment Action:</u> Cancel project and transfer funding to Multnomah County's new project in Key 22145.</li> <li><u>Funding:</u></li> </ul>		

	<p>Key 20330 is primarily funded with ODOT discretionary federal funds awarded from their Enhance program.</p> <ul style="list-style-type: none"> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: On SE Stark Street</li> <li>○ Cross Street Limits: SE 257<sup>th</sup> Ave to South Troutdale Rd</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Air Quality – Pedestrian and Bicycle facilities</li> <li>• <u>Regional Significance Status:</u> The project is considered Regionally Significant as Stark Street is identified as a minor arterial in the Metro Motor Vehicle network within the project limits. Stark Street is also a Pedestrian Parkway in the Pedestrian Model.</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No, but ODOT Director’s approval was required</li> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021</li> </ul> </li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: CANCEL PROJECT:</u></b></p> <p>The amendment cancels the project and transfers the remaining unobligated funding to Multnomah County’s new project in Key 22421. As scoping progressed, the a significant increased project cost would impact the project if it moved forward. ODOT and Multnomah County agreed that the funds could be re-purposed and applied to a substitute project The new project is in Key 22421 (next project in the amendment bundle).</p>
Additional Details:	Project Location Information





Why a Formal amendment is required?

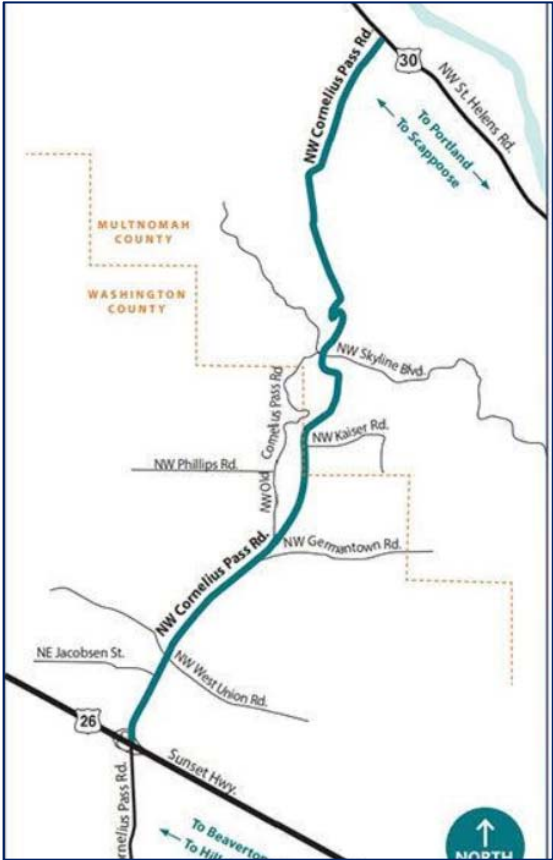
Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.



Total Programmed Amount:	Key 20330 decreases in total project funding from \$4,114,379 to \$0
Added Notes:	OTC approval was not required, but approval from the ODOT Director was required.

<b>Project 15: (New Project)</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>22421</b> MTIP ID Number: TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• <u>Metro SFY 2022 UPWP Project:</u> <b>No</b></li> <li>• <u>Proposed improvements:</u> On Cornelius Pass Hwy, complete various safety and ITS improvements such as upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs for improved traveler safety.</li> <li>• <u>Source:</u> New project.</li> <li>• <u>Amendment Action:</u> Add new project to the 2021-24 MTIP</li> <li>• <u>Funding:</u> Key 22421 is ODOT funded with State Transition Assistance Program (TAP) funds and the use of Advance Construction for a federal fund placeholder in the Construction phase.</li> <li>• <u>Location, Limits and Mile Posts:</u> <ul style="list-style-type: none"> <li>○ Location: On Cornelius Pass Rd</li> <li>○ Cross Street Limits: US26 in Hillsboro north to US30</li> <li>○ Overall Mile Post Limits: N/A</li> </ul> </li> <li>• <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)</li> <li>• <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects.</li> <li>• <u>Regional Significance Status:</u> Regionally Significant project (federal funds + Major Arterial (in the Metro UGB)</li> <li>• <u>Amendment ID and Approval Estimates:</u> <ul style="list-style-type: none"> <li>○ STIP Amendment Number: TBD</li> <li>○ MTIP Amendment Number: MA21-10-MAY</li> <li>○ OTC approval required: No, but approval from the ODOT Director was required</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Metro approval date: Tentatively scheduled for June 10, 2021</li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The amendment the new project to the 2021-24 MTIP. The project includes repurposed funds from Key 20330 which was canceled. ODOT is committing additional funds to fund Key 22421 as well.</p> <p>Jurisdictional Transfer Agreements 844 and 845 approved by the OTC January 21, 2021 transferred ownership and responsibility for Cornelius Pass Highway between US26 - Sunset Highway (US26) and US30 - Lower Columbia River Highway from Washington County and Multnomah county to ODOT.</p> <p>The newly acquired Cornelius Pass Highway is in need of operational and safety improvements as soon as eligible funding is identified. The cancellation of the Stark Street Multimodal Connections project will free up \$3,143,965 in federal funds that could be applied to ITS improvements on Cornelius Pass Highway. In addition, Region 1 is adding \$1,518,623 from R1 Fix-It Financial Plan savings to fully fund recommended improvements to be delivered within the 2021-2024 STIP cycle.</p> <p>The new project will upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs. The benefit of adding this project will be improved safety, traveler information, and overall corridor operations and management.</p> <p>For the Stark Street Multimodal Connections project, once ODOT approved the funds to be relinquished, their re-purposing process considered of the following:</p> <ol style="list-style-type: none"> <li>The ODOT Region 1 Manager in conjunction with the Area Manager West, based on recommendations from Traffic and Operations team, decided this was best use of funds to keep money in the county and improve the safety and operational issues that need to be addressed on the acquired highway.</li> <li>Specifically, the ODOT Region 1 Traffic section looked at this stretch of highway and determined several safety and operational improvements (ITS, signing, striping) that could be made for the benefit of the traveling public. These could be designed and installed relatively quickly so travelers will see the safety benefits soon. This has the added benefit of building upon the current ITS project immediately already under design in this corridor (K21500).</li> <li>Region 1 did not get additional resources to manage this new state highway in the near term, so this is an opportunity to invest in safety there before more funds become available in the 24-27 STIP cycle.</li> </ol>

Additional Details:	<p style="text-align: center;">Project Location Information</p> 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a via a formal/full amendment.
Total Programmed Amount:	Key 22421 total programming is \$4,673,000
Added Notes:	A copy of the approval letter by the ODOT Director is also included



**Oregon**  
Kate Brown, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** April 14, 2021  
**TO:** Kristopher W. Strickler  
Director

**FROM:** Rian Windsheimer  
Region 1 Manager

**SUBJECT:** Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel Stark Street multimodal connections project in Multnomah County and add a new project for Intelligent Transportation Systems (ITS) Improvements on Cornelius Pass Highway.

**Requested Action:**

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel the Stark Street multimodal connections project, re-allocate funds, and add additional funds for a new Cornelius Pass Highway: US26 to US30 Intelligent Transportation Systems (ITS) Improvements project.

**STIP Amendment Funding Summary**

Project	Current Funding	Proposed Funding
Stark Street multimodal connections - (Federal Enhance funds only)	\$3,154,377	\$0
Cornelius Pass Hwy. US26 to US30 ITS Improvements	\$0	\$4,673,000
Region 1 Fix-It Financial Plan*	\$1,518,623	\$0
<b>TOTAL</b>	<b>\$4,673,000</b>	<b>\$4,673,000</b>

\* This line is meant to show funds that come from the Region 1 Financial Plan savings.

**Project to cancel:**

Stark Street multimodal connections (K20330)				
PHASE	YEAR		COST	
	Current	Proposed	Current	Proposed
Preliminary Engineering	2019		\$428,582	\$36,376
Right of Way	2021		\$400,000	\$0
Construction	2021		\$3,285,795	\$0
<b>TOTAL</b>			<b>\$4,114,377*</b>	<b>\$36,376**</b>

\*Federal Enhance: \$3,154,377, Local Contribution: \$960,000

\*\* Local Agency pays for \$36,376 already spent per the Inter-governmental Agreement (IGA)

**Project to add:**

Cornelius Pass Hwy. US26 to US30 ITS Improvements (Key number TBD)				
PHASE	YEAR		COST	
	Current	Proposed	Current	Proposed
Preliminary Engineering	N/A	2021	\$0	\$1,321,617
Right of Way	N/A	2022	\$0	\$147,418
Utilities Relocation	N/A	2023	\$0	\$60,000
Construction	N/A	2024	\$0	\$3,143,965
<b>TOTAL</b>			<b>\$0</b>	<b>\$4,673,000</b>

**Background:**

**Stark Street multimodal connections**

The Stark Street multimodal connections project was originally awarded \$3,154,377 Federal Enhance funds as part of the 2018-2021 STIP. Per the terms of the award, Multnomah County committed \$960,000 in addition to the match required for the Federal funds.

The intent of the project was to close the existing east-west gap in bicycle and pedestrian travel and improve safety by constructing sidewalks and bike lanes on the north side and part of the south side of SE Stark Street between SW 257th Ave and S Troutdale Rd.

On October 12, 2020, ODOT received an official request from Multnomah County for the immediate termination of the local agency supplemental project agreement No. 33003 for the Stark street multimodal connections STIP project.

Multnomah County's reason for cancellation was due to a reduction in gas tax revenues that has resulted in a \$5.4M shortfall in their County Road fund that was triggered by the COVID-19 pandemic. The County is scaling back capital projects to ensure their County Road fund does not run out of money, and is re-focusing their efforts on maintaining existing infrastructure, rather than funding expansions. Multnomah County has declared they do not have budget to perform all planned capital projects and the Stark Street multimodal connections STIP project so the associated agreement needs to be cancelled as a result.

Some funds have been expended on the design phase. Per the agreement, the local agency will provide \$36,376 to close out the project.

**Project Timeline**

- October 2017 - Project approved in 18-21 STIP
- April 2019 - Preliminary Engineering funds authorized
- January 2019 - Right-of-Way phase slips to 2021
- August 2020 - Right-of-Way phase slips to 2022
- October 2020 - Multnomah County requests to cancel project
- January 2021 - Preliminary Engineering funds returned to program

Cornelius Pass Hwy: US26 to US30 ITS Improvements

Jurisdictional Transfer Agreements 844 and 845 approved by the OTC January 21, 2021 transferred ownership and responsibility for Cornelius Pass Highway between US26 - Sunset Highway (US26) and US30 - Lower Columbia River Highway from Washington County and Multnomah county to ODOT. The newly acquired Cornelius Pass Highway is in need of operational and safety improvements as soon as eligible funding is identified. The cancellation of the Stark Street Multimodal Connections project will free up \$3,143,965 in federal funds that could be applied to ITS improvements on Cornelius Pass Highway. In addition, Region 1 requests to add \$1,518,623 from R1 Fix-It Financial Plan savings to fully fund recommended improvements to be delivered within the 2021-2024 STIP cycle.

The new project will upgrade and install signing, striping, and signal equipment as well as install new ITS devices such as cameras and variable message signs. The benefit of adding this project will be improved safety, traveler information, and overall corridor operations and management.

Project Timeline

- January 2021 - OTC Approves Cornelius Pass Highway jurisdictional transfer from Washington County and Multnomah County to ODOT
- February 2021 - Region Manager approves use of Stark Street funds and additional region funds for Corn Pass Highway improvements
- March 2021 - Transfer to ODOT recorded
- March 2021 - Region 1 tech center provides estimates for priority operations improvements

Options:

With approval, the agreement will be terminated and the project will be cancelled from the STIP. The County will be paying the amount required to close the project. Federal funds will be re-allocated to the Cornelius Pass Hwy: US26 to US30 ITS Improvements project.

Without approval, Multnomah County will not be able to meet the terms of the agreement.

Attachments:

- Attachment 1 – Location & Vicinity Maps

Copies to:

Jeri Bohard	Karen Rowe	Rian Windsheimer	Sam Hunaidi
Travis Brouwer	Mac Lynde	Tova Peltz	Matt Freitag
Cooper Brown	Jeff Flowers	Ted Miller	
Lindsay Baker	Arlene Santana	Chris Ford	
Jess McGraw	Amanda Sandvig	Talena Adams	
Tom Fuller	Alice Bibler	Adriana Antelo	

Note: The Amendment Matrix located on the next page is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

## METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
  - Awarded federal funds and is considered a transportation project
  - Identified as a regionally significant project.
  - Identified on and impacts Metro transportation modeling networks.
  - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
  - Project eligibility for the use of the funds
  - Proof and verification of funding commitment
  - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
  - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
  - RTP project cost consistent with requested programming amount in the MTIP

- If a capacity enhancing project – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP's constrained project list, the project is verified to be part of the MPO's annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT.
  - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts.
- MPO responsibilities completion:
  - Completion of the required 30 day Public Notification period:
  - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
  - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
<b>FULL AMENDMENTS</b>	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
<b>ADMINISTRATIVE/TECHNICAL ADJUSTMENTS</b>	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

## APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the May 2021 Formal MTIP amendment (MA21-10-MAY) will include the following:

- | <u>Action</u>   | <u>Target Date</u> |
|---|--------------------|
| • Initiate the required 30-day public notification process..... | April 30, 2021     |
| • TPAC notification and approval recommendation.....            | May 7, 2021        |
| • JPACT approval and recommendation to Council.....             | May 20, 2021       |

- Completion of public notification process..... May 31, 2021
- **Metro Council approval..... June 10, 2021**

## Notes:

- \* If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps (The below time line is an estimation only):

- | <u>Action</u>   | <u>Target Date</u>  |
|---|---------------------|
| • Amendment bundle submission to ODOT for review.....     | June 15, 2021       |
| • Submission of the final amendment package to USDOT..... | June 15, 2021       |
| • ODOT clarification and approval.....                    | Early July, 2021    |
| • USDOT clarification and final amendment approval.....   | Mid-Late July, 2021 |

**ANALYSIS/INFORMATION**

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
  - a. Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
  - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
  - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**JPACT approved Resolution 21-5177 on May 10, 2021 consisting of thirteen projects which include required updates to the UPWP impacting Metro, and two additional projects impacting Multnomah County and ODOT and is now providing their approval recommendation to Metro Council to approve Resolution 21-5177 and the May 2021 Formal MTIP Amendment bundle.**

- TPAC notification and approval recommendation date: May 7, 2021
- JPACT approval; May 10, 2020

Attachments: None

Agenda Item No. 4.3

**Resolution No. 21-5181**, For the Purpose of Confirming the Reappointment of Two Members and Appointment of Two New Members to the Metro Audit Committee

*Consent Agenda*

Metro Council Meeting  
Thursday, June 10, 2021



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 21-5181
REAPPOINTMENT OF TWO MEMBERS AND	)	
APPOINTMENT OF TWO NEW MEMBERS TO	)	Introduced by Council President Lynn
THE METRO AUDIT COMMITTEE	)	Peterson
	)	

WHEREAS, Metro Code Chapter 2.19.250 establishes the Metro Audit Committee; and

WHEREAS, the Committee enhances the external audit function by monitoring the external auditor's services and activities to ensure that independence is maintained between the external auditor and management; and

WHEREAS, the Metro Code Chapter 2.19.030, "Membership of the Advisory Committees," states that all members and alternate members of all Metro Advisory Committees shall be appointed by the Council President and shall be subject to confirmation by the Council; and

WHEREAS, Mark Ulanowicz's term expired June 1, 2021 and has expressed an interest in serving another term; and

WHEREAS, the Metro Code Chapter 2.19.250 (d), provides that the Committee shall include a Commissioner of Metropolitan Exposition Recreation Commission (MERC); and

WHEREAS, Damien Hall is the MERC Commissioner selected to serve a one-year term on the Audit Committee; and

WHEREAS, the Council President desires to confirm the appointment; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of Kristine Adams-Wannberg and Gerritt Rosenthal, and the reappointment of Mark Ulanowicz and Damien Hall to the Metro Audit Committee as set forth in Exhibit "A" attached hereto for the Committee position and terms set forth therein.

ADOPTED by the Metro Council this 10th day of June 2021.

Approved as to Form:

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Carrie MacLaren, Metro Attorney

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Lynn Peterson, Council President

## **Exhibit A to Resolution No. 21-5181**

### **METRO AUDIT COMMITTEE**

#### **Committee Member Reappointments and Appointments**

The following person is appointed to serve a four year term, June 10, 2021 to June 9, 2025:

- **Kristine Adams-Wannberg** Citizen member (voting)

The following person is appointed to serve a four year term, June 10, 2021 to June 9, 2025:

- **Gerritt Rosenthal** Metro Council (voting)

The following person is reappointed to serve a four year term, June 1, 2021 to May 31, 2025:

- **Mark Ulanowicz** Citizen member (voting)

The following person is reappointed to serve a one year term, June 10, 2021 to June 9, 2022:

- **Damien Hall** MERC Commissioner (voting)

## **BIOGRAPHY**

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### **Member appointment:**

#### **Kristine Adams-Wannberg**

Principal Management Auditor  
CIA, CGAP, MPA, BA Political Science

Kristine has performed auditing, program evaluation, strategic planning, and financial analysis for state and local government for over 20 years. She joined the Washington County Auditor's Office in September 2019, after working several years at the City of Portland, OR. At Portland Audit Services, she led the *Portland's Fiscal Sustainability and Financial Condition: Long-term financial position needs attention* audit in 2013, which won a Knighton Award from the Association of Local Government Auditors (ALGA). She also staffed the *Police Investigations: Improvement needed to address relatively low clearance rates* audit in 2005, another Knighton Award winner. She led several Service Efforts and Accomplishments reports that won awards from the Association of Government Accountants.

Kristine has served in many leadership roles in the Association of Local Government Auditors. She has chaired the Professional Issues Committee and the Annual Conference Committee, and served as the organization's Treasurer and 2018-19 President. She has authored many articles in the Local Government Auditing Quarterly, presented at conferences, and planned regional trainings.

Kristine earned her Bachelor of Arts degree in Political Science from the College of Idaho and her Master's in Public Administration from Portland State University. She is a Certified Internal Auditor, a Certified Government Auditing Professional, and a member of the Institute of Internal Auditors.

Kristine serves as a community volunteer on several jurisdiction's committees. She is the Chair of the Oregon Department of Revenue's Audit Committee, as well as a community member on the City of Hillsboro Audit Committee and the Hillsboro School District Budget Committee. She is a former public member the Portland Community College Audit Committee.

## STAFF REPORT

IN CONSIDERATION OF RESOLUTION No. 21-5181 FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF TWO MEMBERS AND THE APPOINTMENT OF TWO NEW MEMBERS TO THE METRO AUDIT COMMITTEE

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Date: June 10, 2021

Prepared by: Brian Evans  
Metro Auditor  
503-797-1891

## BACKGROUND

The Audit Committee assists the Metro Council in reviewing accounting policies and reporting practices as they relate to the Metro's Comprehensive Annual Financial Report. The Committee provides independent review and oversight of the government's financial reporting processes, internal controls, and independent auditors.

The existing and prospective members listed in Exhibit A serve in a voting capacity.

## ANALYSIS/INFORMATION

1. **Known Opposition:** none

2. **Legal Antecedents:**

Metro Code Chapter 2.19, "Metro Advisory Committees," provides generally applicable rules for the creation of committees providing advice to the Metro Council and appointment of members to such committees.

Metro Ordinance 10-1233 for the Purpose of Establishing an Audit Committee and Amending Metro Code Section 2.15.080 External Audits and Adding a New Metro Code Section 2.19.250 Audit Committee.

3. **Anticipated Effects:**

By approving Resolution No. 21-5181, the Metro Council will appoint two new members and reappoint two members to the Audit Committee.

4. **Budget Impacts:** None

## RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 21-5181.

Agenda Item No. 5.1

**Resolution No. 21-5174**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2021-22,  
Making Appropriations and Levying Ad Valorem Taxes

*Resolutions*

Metro Council Meeting  
Thursday, June 10, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE ANNUAL	)	RESOLUTION NO 21-5174
BUDGET FOR FISCAL YEAR 2021-22, MAKING	)	
APPROPRIATIONS AND LEVYING AD VALOREM	)	Introduced by Marissa Madrigal, Chief
TAXES	)	Operating Officer, with the concurrence of
	)	Council President Lynn Peterson

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 2021, and ending June 30, 2022; and

WHEREAS, recommendations from the Multnomah County Tax Supervising and Conservation Commission have been received by Metro (attached as Exhibit A and made a part of the Resolution) and considered; now, therefore,

BE IT RESOLVED,

1. The "Fiscal Year 2021-22 Metro Budget," in the total amount of ONE BILLION, FIVE HUNDRED FIFTY FIVE MILLION FIFTY EIGHT THOUSAND SIX HUNDRED SEVENTY (\$1,555,058,670), attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Resolution, at the rate of \$0.0966 per ONE THOUSAND DOLLARS (\$1,000) of assessed value for operating rate levy; at the rate of \$0.0960 per ONE THOUSAND DOLLARS (\$1,000) of assessed values for local option rate levy and in the amount of SEVENTY FIVE MILLION TWO HUNDRED EIGHTY FOUR THOUSAND TWO HUNDRED THIRTY (\$75,284,230) for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 2021-22. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from <u>the Limitation</u>
Operating Tax Rate Levy	\$0.0966/\$1,000	
Local Option Tax Rate Levy	\$0.0960/\$1,000	
General Obligation Bond Levy		\$75,284,230

3. In accordance with Section 2.02.040 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Resolution, and hereby appropriates funds for the fiscal year beginning July 1, 2021, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

4. The Chief Operating Officer shall make the filings as required by ORS 294.458 and ORS 310.060, or as requested by the Assessor's Office of Clackamas, Multnomah, and Washington Counties.

ADOPTED by the Metro Council on this 17<sup>th</sup> day of June 2021.

---

Lynn Peterson, Council President

APPROVED AS TO FORM:

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Carrie MacLaren, Metro Attorney

## STAFF REPORT

CONSIDERATION OF PROPOSED BUDGET AMENDMENTS TO THE FISCAL YEAR 2021-22 BUDGET. APPROVED CHANGES WILL BE INCORPORATED INTO RESOLUTION 21-5174, ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 2021-22 BUDGET, MAKING APPROPRIATIONS AND LEVYING AD VALOREM TAXES

---

Date: 5.24.2021

Prepared by: Jessica Eden 503-797-1717

Department:  
Finance and Regulatory Services

Presenters:  
Cinnamon Williams, Financial Planning  
Director, 503.797.1695  
[Brian.Kennedy@oregonmetro.gov](mailto:Brian.Kennedy@oregonmetro.gov)

Meeting date: 6.10.2021

Length: 10 minutes

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### ISSUE STATEMENT

Council action, through Resolution 21-5174, will be the final step in the adoption of Metro's FY 2021-22 budget. Final action by Council must be completed by June 30, 2021.

### ACTION REQUESTED

Council consideration of the proposed budget amendments to the FY 2021-22 budget.

### IDENTIFIED POLICY OUTCOMES

Approved budget amendments will be incorporated into the FY 2021-22 budget prior to adoption of the budget by the Council.

### POLICY QUESTION

Which proposed budget amendments to the FY 2021-22 reflect Council policies and goals?

### POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council may approve all or some of the proposed budget amendments to the FY 2021-22 budget.

### STAFF RECOMMENDATIONS

The Chief Operating Officer recommends:

- Consideration and approval of the department amendments to the FY 2021-22 budget.

### STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

On May 6, 2021, Council adopted Resolution 21-5166 approving the FY 2021-22 budget, setting property tax levies and approving transmission of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

After the budget was Approved by Council, departments submitted proposed budget amendments. Council will consider those proposed amendments for inclusion in the FY 2021-22 budget. Subsequent to Council approval of those amendments, Resolution 21-5174 and related exhibits will be revised to include changes requested by Departments.

Additionally, subsequent to the Multnomah County Tax Supervising Conservation Commission's June 3, 2021 public hearing, their letter certifying the FY 2021-22 Approved Budget will be attached to Resolution 21-5174 as an exhibit.

Council adoption of the FY 2021-22 budget is scheduled for June 17, 2021.

1. **Known Opposition** – None known at this time.
2. **Legal Antecedents** – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15<sup>th</sup>, 2021. The Commission will conduct a hearing on June 3<sup>rd</sup>, 2021 for the purpose of receiving information from the public regarding the Council's approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.
3. **Anticipated Effects** – Approved budget amendments will be effective as of July 1, 2021.
4. **Budget Impacts** – The total appropriations of the FY 2021-22 Approved Budget is \$1,555,058,670 and 970.66 FTE. Approved budget amendments and notes will be incorporated into the FY 2021-22 budget prior to Council adoption.

## **BACKGROUND**

Oregon Budget Law requires local governments to prepare their annual budgets in three legislatively defined stages; Proposed, Approved and Adopted. The agency's current processes and calendar allow the agency to meet this requirement.

## **ATTACHMENTS**

Resolution #21-5174 For the Purpose of Adopting the Annual Budget for Fiscal Year 2021-22, Making Appropriations and Levying Ad Valorem Taxes





# FY 2021-22 ADOPTED BUDGET WORKSESSION

Summary Documents

Prepared by Jessica Eden, Budget Coordinator

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## Reading This Document

The **Summary** section of this document provides very high level information about the number and type of amendments.

The **General Fund Summary** highlights changes to General Fund resources and is meant to provide information quickly. It is not in addition to, but highlights changes to the General Fund as a result of the amendments.

**Councilor Proposed Amendments** and budget notes are also called out in their own sections with brief descriptions and the corresponding departmental amendment is listed in the departmental section. Each Council Budget Amendment or Budget Note is described in brief with a link to the full text.

The **Departmental Amendments** in this report displays *all* of the amendments. That *includes* any amendments initiated by Council, which is noted in that section.

## Summary

The FY 2021-22 budget before you today includes multiple Councilor amendments, Department amendments, changes to the capital improvement plan (CIP), and Councilor budget notes.

- Councilor Amendments: Three Councilor Amendments are proposed, two of which are substantive, one technical.
- Substantive Amendments as proposed by departments: Eight (including Councilor amendments) substantive amendments are proposed. Substantive amendments are amendments that may change appropriation in a fund or alter FTE.
- Technical Amendments as proposed by departments: 12 technical (including Councilor Amendments) amendments are proposed by departments. Technical amendments include carry forwards for unspent FY 2020-21 funds. Others refine the budget to best reflect anticipated activities in FY 2021-22 but do not change appropriations or FTE.

## General Fund Summary

The fiscal year 2021-22 budget fully funds the reserve at the new target levels, including the proposed amendments. Nine of the twenty one amendments before you result in changes to non-departmental General Fund resources (either contingency or fund balance). These include the following changes:

- \$170,000 transfer to the Visitor Venues Fund, specifically the Expo Center
- \$500,000 for programming related to Building Back Better in the Chief Operating Office and Deputy Chief Operating Officer's Office(s)
- \$355,583 for 2.0 FTE in Finance and Regulatory Services
- \$30,000 for resources to support external investigations ([Councilor Lewis' Amendment #2](#))
- \$1,000,000 transfer to the New Capital Fund ([Councilor Lewis' Amendment #1](#))
- \$235,346 transfer to the New Capital Fund to bolster reserves and plan for future capital
- \$50,000 transfer to Parks and Nature to perform feasibility study for Willamette Cove ([Councilor Stacey Budget Note #1](#))
- \$145,941 transfer from the Research and Planning Fund as a result of moving existing FTE
- \$118,095 transfer from Supportive Housing Services Fund as a result of moving existing FTE

In addition, there are numerous technical adjustments in the General Fund that result in changes between the General Fund and subfunds, or are related to technical carryovers from FY 2020-2021.

### Notable Changes in Other Funds

- Waste Prevention and Environmental Services is increasing FTE by 2.0 limited duration positions ([Councilor Nolan Amendment #1](#))

### Council Amendments

#### [Councilor Lewis Amendment #1: Unallocated General Fund Reserve for Capital—Safety, Climate, Resilience](#)

Directs 50% of unallocated General Fund resources be placed in a capital reserve fund to be used within the Build Back Better framework with a focus on safety, climate justice, and resilience on Metro property.

#### [Councilor Lewis Amendment #2: Fund Set Aside for External Investigations and Mediation for Discriminatory Incidents Involving Metro Staff \(Pilot\)](#)

Directs \$30,000 of General Fund resources to be set aside for the purpose contracting professional services to conduct outside investigations or mediation as appropriate in FY 2021-22 as a pilot.

#### [Councilor Nolan Amendment #1: Waste Prevention and Environmental Services RID Program Expansion](#)

Directs Waste Prevention and Environmental Services (WPES) to expand and expedite Metro's clean-up efforts in the region. This is funded through the reallocation of \$1,070,000 of existing WPES resources.

### Council Budget Notes

#### [Councilor Lewis Budget Note #1: Departmental Capital Planning](#)

This budget note directs all departments to advance capital planning work and update Council on capital planning work by September 2022. In addition, the Capital Asset Management Team (CAM) will provide Council investment strategy options ahead of the FY 23 budget process. Both directives are in order to inform Building Back Better efforts.

#### [Councilor Lewis Budget Note #2: Workplace Culture Work Session](#)

This budget note commits Council to holding a worksession in the second half of FY 2022 in collaboration with the Chief Operating Officer (COO), Office of Metro Attorney (OMA), and Human Resources (HR) to improve workplace culture.

#### [Councilor Nolan Budget Note #1: Waste Prevention and Environmental Services RID Program Expansion](#)

This budget note directs WPES to track key performance indicators of the RID program and return findings to Council by December 2021.

#### [Councilor Gonzalez & Lewis Budget Note #1: Analysis of Significant Metro Contributions/Sponsorships/Memberships](#)

Directs the annual Council review of sponsorships or awards equal to or greater than \$10,000 per year to any specific organization. Additionally, directs the COO and Council to recommend a framework for analyzing desired outcomes and benefits of these sponsorships and investments to be used by Council in developing the FY 2022-23 budget.

### [Councilor Nolan & Gonzalez Budget Note #1: Equity Goals and Corrective Measures](#)

Directs the COO to establish equity performance measures for use in the FY 2022-23 and subsequent budget processes. The COO is also directed to update Council by December 1, 2021 on the equity performance measures and racial equity framework for budgeting, as well as an evaluative framework and work plan to standardize equity analysis and impact evaluation Metro-wide. The COO will provide regular updates on this body of work.

### Department Amendments and Capital Improvement Plan Changes

Below is a list, by department, of each change. Associated CIP changes can be found as attachments 1-3.

#### Central Services

<ul style="list-style-type: none"><li>• <b>#403- Substantive</b> Office of the Deputy Chief Operating Officer</li></ul>	Appropriates \$400,000 in General Fund resources to be used for Building Back Better. Additionally, this request appropriates \$100,000 to support various agency wide programs and may support the engagement of a Hatfield Fellow to further the efforts.
<ul style="list-style-type: none"><li>• <b>#404- Substantive</b> <a href="#">Councilor Lewis Amendment #2</a></li></ul>	Appropriates \$30,000 of General Fund resource to be designated for professional services for conducting outside investigations.
<ul style="list-style-type: none"><li>• <b>#420 – Substantive</b> Finance &amp; Regulatory Services</li></ul>	Appropriates \$355,583 to support the addition of 2.0 FTE in Finance & Regulatory Services.
<ul style="list-style-type: none"><li>• <b>#404- Technical</b> Multiple Departments</li></ul>	Moves \$77,162 of FY 21 revenue and expenditure to FY 22 to reflect the timing of contractual costs within Human Resources and Communications.
<ul style="list-style-type: none"><li>• <b>#405- Technical</b> Diversity, Equity, and Inclusion</li></ul>	Moves FY 21 revenue and expenditure to FY 22 to reflect the timing of a contract with the City of Portland for Social Vulnerability Grant. Additionally, this request moves \$200,000 of resource from FY 21 to FY 22 for Diversity Equity and Inclusion as part of the commitment to deploy \$1,200,000 in resources toward Capacity Building with Community Based Organizations.

#### Metropolitan Exposition Recreation Commission

<ul style="list-style-type: none"><li>• <b>#413- Substantive</b> Expo</li></ul>	Transfers \$170,000 from the General Fund to the Visitor Venue Fund to support the Expo DOS project team.
<ul style="list-style-type: none"><li>• <b>#414- Technical</b> P5 Keller Auditorium</li></ul>	Increases the five year capital improvement plan for Visitor Venues to address Keller sound room water damage; however, it is anticipated that all expenses will be covered by the risk fund and no additional appropriation is necessary at this time. See Attachment 2 for CIP details.

## Non-Departmental

<ul style="list-style-type: none"> <li>• <b>#411- Substantive</b> <a href="#">Councilor Lewis Amendment #1</a></li> </ul>	Transfers \$1,000,000 of General Fund resources to the New Capital subfund to be used to support Build Back Better with a specific focus on safety, climate justice, and resilience on Metro property.
<ul style="list-style-type: none"> <li>• <b>#412- Substantive</b> Capital Reserves</li> </ul>	Transfers \$235,346 of General Fund resources to the New Capital subfund to be used to increase capital reserves in general.
<ul style="list-style-type: none"> <li>• <b>#409&amp;410 – Technical</b> MRC</li> </ul>	Moves \$1,248,529 FY 21 revenue and expenditure to FY 22 to reflect the timing of capital projects. See Attachment 3 for CIP details.
<ul style="list-style-type: none"> <li>• <b>#408- Technical</b> Renewal &amp; Replacement</li> </ul>	Moves \$248,104 FY 21 fund balance to FY 22.
<ul style="list-style-type: none"> <li>• <b>#407- Technical</b> New Capital</li> </ul>	Makes technical adjustments to the New Capital subfund to reflect operational changes in FY 21 that reduce revenue and expenditure by \$60,720 in FY 22.

## Planning & Development

<ul style="list-style-type: none"> <li>• <b>#419- Substantive</b> Revenue Adjustment</li> </ul>	Corrects for technical errors, and recognizes additional grant revenue and government contributions that result in a \$188,983 increase to contingency
<ul style="list-style-type: none"> <li>• <b>#421- Substantive</b> FRS FTE Adjustment</li> </ul>	Moves 1.0 FTE from central finance back to planning to specifically work on Supportive Housing Services.
<ul style="list-style-type: none"> <li>• <b>#425- Technical</b> Communications FTE Adjustment</li> </ul>	Includes multiple components: moves position and costs (\$145,941) for 1 FTE from Communications back to Planning and Development, moves costs only (\$371,261) for 1 FTE from Communications to Planning and Development, adjusts the materials and services budget (\$216,800) between cost centers within Planning and Development, and includes a carryover (\$55,000) for work related to Economic Investment Areas.
<ul style="list-style-type: none"> <li>• <b>#426- Technical</b> CET Adjustment</li> </ul>	Moves the budget for Metro's 2040 grants from Special Appropriations to Planning and Development while simultaneously increasing the amount available for payment on previously awarded grants. There are no changes to appropriation.

## Parks & Nature

<ul style="list-style-type: none"> <li>• <b>#415- Substantive</b> FRS FTE Adjustment</li> </ul>	Transfers \$50,000 from the General Fund to the Parks Bond Fund to retain professional services to perform a feasibility study for cleanup costs at Willamette Cove.
<ul style="list-style-type: none"> <li>• <b>#422&amp;423- Technical</b> Carry Forwards</li> </ul>	Moves \$661,230 FY 21 revenue and expenditure to FY 22 to reflect timing of costs incurred in three separate funds. See Attachment 1 for CIP details.

## Waste Planning & Environmental Services

<ul style="list-style-type: none"> <li>• <b>#417- Substantive</b> <a href="#">Councilor Nolan Amendment #1</a></li> </ul>	Realigns \$1,000,000 of existing resources to help address illegal dumpsites, litter and graffiti issues across the region. It also realigns \$70,000 of personnel budget to support two limited duration positions that will support the aforementioned.
<ul style="list-style-type: none"> <li>• <b>#418- Technical</b> Carry Forwards</li> </ul>	Moves \$225,000 of FY 21 revenue and expenditure to FY 22 to reflect the timing of costs associated with the following: food waste prevention training materials,

	recycling services and multifamily properties, Metro food separation policy, and work related to Elevate Oregon and Trash for Peace within Community Cleanup.
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## Full Text Council Amendments

## Councilor Lewis Amendment #1: Unallocated General Fund Reserve for Capital—Safety, Climate, Resilience

### FY 2021-22 Council Proposals

Councilor Christine Lewis #1
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### For Budget Amendment Discussion

#### Amendment Title (brief):

Unallocated General Fund Reserve for Capital—Safety, Climate, Resilience

#### Department:

All General Fund

#### Concise Description

Allocate 50% of the unallocated general fund resources after required reserves are full funded to seed an expanded capital reserve in the general fund. The funds will be used within the Build Back Better framework with focus on safety, climate justice, and resilience on Metro property. In the immediate, these funds could help support any airflow or air system assessments needed in light of COVID-19 and airborne disease best practices. Also of immediate importance, this fund should be used to help reduce resource (electricity, water, etc.) consumption and improve resiliency of our buildings and sites.

The fund that will be created through this amendment will be modest in size compared to the long list of needs, but will serve two purposes: (1) fund availability for pressing safety and climate investments and (2) setting up the discipline of budgeting for capital and kicking off a larger capital policy conversation among leadership.

#### Objective

- (1) Our capital needs are very real- Metro properties have deferred maintenance and needed improvements that have been put off long enough to become a liability. We should take this as a seed investment in a fund that could be funded year over year in a future budget after a deeper dive into our capital assets and development of a capital funding policy.
- (2) The COO and capital asset management team will have these funds and clear directive to take steps necessary to make our indoor spaces as safe as possible given the best science of air circulation and airborne disease.
- (3) We begin a regular practice of investing in Metro climate and resiliency capital projects.

#### Funding time period

☒ One-time ☐ Specific time period (e.g. two years) ☐ On-going

#### Cost Estimate

The general fund unallocated funds are expected to be a few million. 50% investment should yield about \$1 Million. The current capital asset team members are able to handle this resource with no additional personnel costs. The bulk of the funds will be spent on contracted services or equipment.

#### Funding Options

One time use of unspent funds from previous fiscal year. This funding is intended for use when no other identified funds are available.

### **Relationship to other programs**

Metro has a capable and talented capital assets management team, but few resources relative to the need. This fund is intended to complement this work as well as our climate action and emergency preparedness programs. We have some assets with dedicated funding streams that have capital improvement plans moving right along, and this additional work should not hinder that advancement.

### **Stakeholders**

This proposal was developed after consultation with both COO and Capital Asset Management/Emergency Management Directors consultation. These three know how to do so much with so little, they and their teams would have a clear interest in this proposal.

The unspent general fund dollars are one time only funding that is relatively small and so uncertain, no group or coalition regularly advocates for these funds other than Council in order to fund limited and one time only appropriate amendments.

## Councilor Lewis Amendment #2: Fund Set Aside for External Investigations and Mediation for Discriminatory Incidents Involving Metro Staff (Pilot)

### FY 2021-22 Council Proposals

Councilor Christine Lewis #2
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### For Budget Amendment Discussion

#### Amendment Title (brief):

Fund Set Aside for External Investigations and Mediation for Discriminatory Incidents Involving Metro Staff (Pilot)

#### Department:

Human Resources

#### Concise Description

Funds will be set aside in a specific line item for use in contracting professional services to conduct outside investigations or mediation as appropriate. Human Resources will be able to use these resources to help investigate, address and remedy incidents across the agency in any department.

#### Objective

The intent of setting aside these funds is to explicitly state that these resources are available. Managers and departmental leadership should not be in the position of weighing budget constraints when considering if internal or external consultants, investigators, and process are the best options for any specific incident.

#### Funding time period

☒ One-time ☐ Specific time period (e.g. two years) ☐ On-going

#### Cost Estimate

\$30,000 set aside for fiscal year 21/22 will be a pilot. In future years we can adjust and right-size the fund depending on the needs and scale of use in this first year.

#### Funding Options

Unallocated beginning fund balance in the General Fund

#### Relationship to other programs

The work of OMA and HR to address these incidents is ongoing, and mediation as a tool is a fairly new practice for Metro.

#### Stakeholders

This proposal is crafted to benefit Metro's workforce.



## Councilor Nolan Amendment #1: Waste Prevention and Environmental Services RID Program Expansion

### FY 2021-22 Council Proposals

Councilor Nolan#1

### For Budget Amendment Discussion

#### Amendment Title (brief):

Waste Prevention and Environmental Services RID Program Expansion

#### Department:

Waste Prevention and Environmental Services

#### Concise Description

Council has directed Waste Prevention and Environmental Services to expand and expedite Metro's clean-up efforts in the region. This proposal outlines the additional funding to carry out those efforts.

#### Objective

This amendment will allocate resources for three primary initiatives which are (1) developing two additional clean-up crews via public/private partnerships, (2) providing financial support to community groups, small businesses and local governments to defray the cost of clean-up and disposal, and (3) increasing donation of MetroPaint to local groups to address graffiti issues in public spaces. Additionally, funding will support 2 limited duration positions for FY21-22 which will focus on planning, implementing, administration, and assisting with the evaluation of the three primary initiatives.

#### Funding time period

☒ One-time      ☐ Specific time period (e.g. two years)      ☐ On-going

#### Cost Estimate

The cost of the one-time investment is \$838k in Materials and Services, and \$232k in Personnel Services to fund 2 limited duration Program Coordinator positions.

#### Funding Options

Funding for this program expansion is as follows:

- Shift \$1M from the Investment and Innovation Grant Program within Waste Prevention and Environmental Services.
- Reallocate variable hour staffing funding of \$70k within MetroPaint to support the RID Program expansion.

#### Relationship to other programs

This proposal will allow Waste Prevention and Environmental Services to begin the work that has been identified as COO and Council priority. The budget amendment will increase the budget for the RID Program by \$1M while reducing the Investment and Innovation Grant Program by the same amount. Although this is a reduction in the Investment and Innovation Grant Program for FY21-22, the program budget is \$2M which is an increase over the funding level for FY20-21.

### **Stakeholders**

The stakeholders on which this proposal could have a potential positive impact include:

- Local governments
- Community based organizations engaged or interested in cleanup/graffiti projects
- BIPOC businesses engaged or interested in cleanup/graffiti projects

At this time, there were no stakeholders identified that would be negatively impacted by this proposal.

## [Full Text Council Budget Notes](#)



## Councilor Lewis Budget Note #1: Departmental Capital Planning

### **FY 2021-22 Council Proposals**

### **For Budget Note Discussion**

Councilor Christine Lewis #1
---------------------------------

### **Budget Note Title:**

Departmental Capital Planning

### **Budget Note Narrative:**

Each department will advance capital planning work to identify assets, needs, capacities, and strategies.

Metro's Build Back Better framework will inform policy and practices across the agency going forward, but this directive is specific to mapping out the future of our sites and facilities. Each department will be starting from a different place, and the work product is expected to take the shape that will be most helpful to that department.

The Capital Asset Management team will be asked to come to Council with investment strategy options prior to the 22/23 Metro Budget Process.

Departments will be asked to update Council on their specific strategies either via Worksession or written summary by September of 2022.

**FY 2021-22 Council Proposals**

**For Budget Note Discussion**

Councilor Christine Lewis #2
---------------------------------

**Budget Note Title:**

Workplace Culture Work Session

**Budget Note Narrative:**

“A culture is defined by the worst behavior tolerated.” John Amaechi

Metro Council and Metro Leadership will not tolerate harassment, discrimination, or targeting of employees based on protected class. We need the power of every tool available to investigate and remedy incidents.

Metro Council will hold a work session between February and June 2022 with the Chief Operating Officer (COO), Office of Metro Attorney (OMA), and Human Resources (HR) in order to review worksite culture, incident reports, investigations, and tools used to improve conditions for Metro staff.

We need a general awareness of what is happening within our workforce and at our worksites, for the purposes of public accountability and collaborative leadership to reshape systems and policies.

The materials prepared for the work session will include:

- (1) A comprehensive high-level (anonymized) report of worksite complaints filed related to safety, harassment, discrimination, or protected class status. The complaints should be listed along with relevant information including department, if the complaint was substantiated, investigation status, and any resulting remedy (disciplinary action, mediation, etc.). The purpose of this report is to help capture the magnitude and breadth of complaints filed within a reasonable timeframe dating back at least 2 years.
- (2) A protocol summary of investigatory procedures, decision points, and communication tools or techniques (both with involved parties and more broadly within the workforce). This can be a high level document prepared for Council or a compilation of documents already written and in place with HR, OMA, and the COO’s offices.

## Councilor Nolan Budget Note #1: Waste Prevention and Environmental Services RID Program Expansion

### **FY 2021-22 Council Proposals**

Councilor Nolan #1

### **For Budget Note Discussion**

#### **Budget Note Title:**

Waste Prevention and Environmental Services RID Program Expansion

#### **Budget Note Narrative:**

To effectively evaluate Metro's expanded and expedited community clean-up efforts in the region, Council directs Waste Prevention and Environmental Services to track clean-up response times, community/government partnerships, total funding allocated to cleanup projects within Equity Focus Areas, and volume of donated/discounted paint distributed to local government and community organizations. Waste Prevention and Environmental Services will update Council no later than December 2021 on the Community Clean-up Evaluation, and advise Council on whether any budget adjustments are necessary to improve services. Council's goal is to effectively track progress, provide ongoing accountability, and improve services for communities across the region.

## Councilor Gonzalez & Lewis Budget Note #1: Analysis of Significant Metro Contributions/Sponsorships/Memberships

### **FY 2021-22 Council Proposals**

#### **For Budget Note Discussion**

Councilors Juan Carlos Gonzalez  
and Christine Lewis

#1

#### **Budget Note Title:**

Analysis of Significant Metro Contributions/Sponsorships/Memberships

#### **Budget Note Narrative:**

Metro provides sponsorships and funding contributions to non-profit organizations whose work aligns with Metro's mission, primary work programs and six desired outcomes for the region. Since the agency's inception, Metro has supported organizations and initiatives related to Metro's core areas of work including local governments and special districts, business associations and culturally-specific community-based organizations.

Funding has been used to support community programs, activities, events and projects that benefit the public, engage with the community and inspire inclusive and innovative solutions to the challenges facing our region. Several departments participate in reviewing and awarding sponsorship requests typically less than \$1,500 to any one organization on an annual basis. However, there are annual sponsorships and strategic investments in amounts greater than \$1,500 that often reflect the priorities of Metro and the Council and are located within the Special Appropriations line item of the Council Office and Department budgets.

We are requesting annual review by Council of sponsorship awards equal to or greater than \$10,000/year to any organization.

COO and Council offices will recommend a framework for analyzing the desired outcomes and benefits from supporting these sponsorships and investments to be used by Council in developing the 22/23 budget. This excludes expenditures for which there is an established review process such as grants. The 22/23 budget process will be the first year of what we expect to be a yearly review in advance of budget passage. The framework and process may shift as we learn from experience or needs change over time.

The framework should include, but is not limited to:

- (1) An assessment of the decision making process for these types of awards,
- (2) An overview of Metro's history with an organization and any operating agreements
- (3) Measures and metrics that could demonstrate the value we are receiving out of the sponsorship,
- (4) A format for reporting to Council (written or work session) on the outcomes of the investment over the previous year, and
- (5) Methodology to track which Councilors or Senior Leadership Team members (or their designee) are involved with the work or lead on the relationship.

The COO will present to Council no later than December 7, 2021, with the draft framework and work plan for implementation in the budget process.

## Councilor Nolan & Gonzalez Budget Note #1: Equity Goals and Corrective Measures

### FY 2021-22 Council Proposals

### For Budget Note Discussion

### Budget Note Title:

Equity Goals and Corrective Measures

### Budget Note Narrative:

Council has declared that racial justice and equity guide all Metro policies, programs, and services. In order to assure that Council has the information to set objective measureable goals and evaluate whether Metro, as a whole and at each department, is achieving equitable access to and benefit from its services to all residents and visitors of the region, Council directs the COO to establish equity performance measures that will be used in the 2022-23 and subsequent budget processes to guide departments as they prepare budget submissions and to inform Council budget and policy decisions. These measures should align with the goals of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion and department racial equity plans, and should complement the racial equity framework for budget decisions currently being developed. Measures should be deliberately developed through comprehensive dialogue among Council members, Metro staff, the Committee on Racial Equity, and community members. Measures should utilize both quantitative and qualitative information as appropriate to speak to equitable results and access. Proposed measures should be presented to the Council for approval in advance of the development of the 2022-23 budget requests.

As part of this process, the COO should assess metrics and analysis approaches currently in use and identify critical gaps. The COO should also evaluate department-level capacity for collecting and reporting on equity performance measures, as well as each department's ability to collect data on race/ethnicity, gender, ability, income and other relevant demographic information where feasible. Council expects the COO and the departments to be innovative in identifying data sources and to focus on those Metro programs and services where there are the largest inequities in terms of who benefits. Council's goal is to ensure that BIPOC individuals and communities, disabled individuals and allies, and women utilize, enjoy and equitably benefit from Metro programs and services, and that significant progress is made toward that goal each year

The COO will update Council no later than December 1, 2021, on these equity performance measures and the racial equity framework for budgeting, as well as an evaluative framework and work plan to standardize equity analysis and impact evaluation Metro-wide. In addition, the COO will provide regular updates to Council on this work, including scheduling Council work sessions as needed to provide status updates and obtain feedback and guidance. Council's intent is to accelerate the pace for achieving equity and to effectively track progress, provide ongoing accountability, and improve interim outcomes for underserved and marginalized communities.

Councilors	#1
Nolan & Gonzalez	

**Mid Year Amendment FY 2021-22 Budget  
Capital Improvement Plan (CIP) Detail Changes  
Parks and Nature**

Financial Planning Use

Attachment 1

**Approved to Adopted**

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2021-22			FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	Notes (i.e delay/cancel other projects, contingency)
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP Amended	CIP Amended	
N	LA250B	Newell Crk Trail Construction	571000	352	03430	-	292,651	292,651	-	-	-	-	carryover
N	LA141	Blue Lake Master Plan Update	524000	352	03450	-	64,939	64,939					carryover
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### Visitor Venue - P5

Attachment 2

Approved to Adopted

[illegible]

\* Change Request Column for current FY should agree to changes to projects on Operating changes on Tab

Mid Year Amendment FY 2021-22 Budget  
Capital Improvement Plan (CIP) Detail Changes  
Capital Asset Management

Financial Planning Use

Attachment 3

Approved to Adopted

New? Y/N	Project ID	Project Title	GL Acct	Fund ID	Dept ID	FY 2021-22			FY 2022-23	FY 2023-24	FY 2024-25			FY 2025-26	Notes (i.e delay/cancel other projects, contingency)
						CIP	Change Request*	CIP Amended	CIP Amended	CIP Amended	CIP	Change Request	CIP Amended	CIP Amended	
N	PSTBD032	MRC Plaza Drainage	572000	618	00434	1,500,000	150,000	1,650,000	-	-			-	-	carryover of fund balance
N	MRC015	MRC Interior and Exterior coatings	572000	618	00434	350,000	200,000	550,000							increasing project budget, reduced other projects
N	MRC014	MRC Lighting	572000	618	00434	-	600,000	600,000	-	-			-	-	carryover of fund balance
N	01332	MRC Fire Stoppage	572000	618	00434	-	200,000	200,000	-	-			-		Reduced project budget and carried forward \$200k to finalize in FY21-22
Y	MRC016	MRC Metro Together Workplace	526000	618	00434	-	460,000	460,000	-	-			-		Reduced project budget of MR005 and are starting new project MRC016 with remaining balance
N	MRC004	MRC Emergency Generator	574000	618	00434	200,000	(200,000)	-	-	-			-		Reducing this project in CY and adding to Electrical project in FY24-25
N	PSTBD035	MRC Main Electrical Switch	572000	618	00434			-	-	-	1,050,000	200,000	1,250,000		Increasing Electrical project in FY24-25 to include emergency generator

1,410,000

\* Change Request Column for current FY should agree to changes to projects on Operating changes on Tab



Agenda Item No. 5.2

**Resolution No. 21-5178**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2021-22,  
Making Appropriations and Levying Ad Valorem Taxes

*Resolutions*

Metro Council Meeting  
Thursday, June 10, 2021

BEFORE THE METRO CONTRACT REVIEW BOARD

RESOLUTION OF THE METRO COUNCIL	)	RESOLUTION NO. 21-5178
ACTING AS THE METRO CONTRACT	)	
REVIEW BOARD FOR THE PURPOSE OF	)	Introduced by Chief Operating
AUTHORIZING AN EXEMPTION TO THE	)	Officer Marissa Madrigal in
COMPETITIVE BIDDING PROCEDURES	)	concurrence with Council President
AND AUTHORIZING PROCUREMENT OF	)	Lynn Peterson
CONSTRUCTION MANAGER/GENERAL	)	
CONTRACTOR SERVICES BY	)	
COMPETITIVE REQUEST FOR	)	
PROPOSALS FOR THE BLUE LAKE PARK	)	
OPERATION AND MAINTENANCE	)	
<u>FACILITIES PROJECT</u>	)	

WHEREAS, Metro intends to either renovate and expand or demolish and replace the current Curry Building operations and maintenance facility at Blue Lake Park (the “Blue Lake Operations and Maintenance Facilities Project”); and

WHEREAS, ORS 279C.335 and Metro Local Contract Review Board Administrative Rule ("LCRB Rule") 49-0130 require that all Metro public improvement contracts be procured based on competitive bids, unless exempted by the Metro Council, sitting as the Metro Contract Review Board; and

WHEREAS, Metro's LCRB Rule 49-0620 authorizes the Metro Contract Review Board to exempt a public improvement contract from competitive bidding and direct the appropriate use of alternative contracting methods that take account of market realities and modern innovative contracting and purchasing methods, so long as they are consistent with the public policy of encouraging competition, subject to the requirements of ORS 279C.335; and

WHEREAS, ORS 279C.335(2) and (5)(a), and LCRB Rules 49-0630 through 49-0690 require that the Metro Contract Review Board hold a public hearing and adopt written findings establishing, among other things, that the exemption of a public improvement contract from competitive bidding is unlikely to encourage favoritism or substantially diminish competition for public improvement contracts; and that said exemption will likely result in substantial cost savings to Metro; now therefore.

BE IT RESOLVED THAT THE METRO CONTRACT REVIEW BOARD:

1. Exempts from competitive bidding the procurement and award of a Construction Manager/General Contractor (“CM/GC”) public improvement contract for the construction of the Blue Lake Park Operation and Maintenance Facilities Project;

2. Adopts as its findings in support of such exemption the justification, information and reasoning set forth on the attached Exhibit A, which is incorporated herein by reference as if set forth in full; and
3. Authorizes the Chief Operating Officer to:
  - 3.1 Prepare a form of Request for Proposals for CM/GC Contractor services that includes the following evaluation criteria for contractor selection:
    - Contractor's proposed fees for pre-construction services
    - Contractor's proposed overhead and profit for construction services
    - Project understanding and proposed project approach
    - Contractor's record of completion of projects of similar type, scale and complexity, including demonstrated public improvement CM/GC project experience and expertise
    - Contractor's record of coordinating multi-disciplinary approaches to value engineering challenges
    - Contractor's record of working with owners and design professionals to identify ways to incorporate long-term operational efficiencies into projects
    - Proposed milestone dates, including but not limited to substantial completion
    - Contractor's demonstrated quality and schedule control
    - Financial capacity
    - Contractor's experience in incorporating sustainability construction practices and design into projects
    - Contractor's demonstrated commitment to workforce diversity and record of use of subcontractor businesses certified by the Certification Office of Business Inclusion and Diversity (COBID)
    - Any other criteria that ensure a successful, timely, and quality project, in the best interest of Metro and in accord with ORS 279C.335(4)(c) and LCRB Rule 49-0640(2)(a), (b) and (c);
  - 3.2 Following the approval of said form of Request for Proposals and Contract by the Office of the Metro Attorney, to issue such approved form, and thereafter to receive responsive proposals for evaluation; and

- 3.3 Following evaluation of the responses to the Request for Proposals, authorizes the Chief Operating Officer to execute a CM/GC contract with the most advantageous proposer to construct the Blue Lake Park Operation and Maintenance Facilities Project.

ADOPTED by the Metro Council this 10<sup>th</sup> day of June, 2021

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

## **STAFF REPORT**

### **RESOLUTION NO. 21-5178 OF THE METRO COUNCIL ACTING AS THE METRO CONTRACT REVIEW BOARD FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION TO THE COMPETITIVE BIDDING PROCEDURES AND AUTHORIZING PROCUREMENT OF CONSTRUCTION MANAGER/GENERAL CONTRACTOR SERVICES BY COMPETITIVE REQUEST FOR PROPOSALS FOR THE BLUE LAKE PARK OPERATION AND MAINTENANCE FACILITIES PROJECT**

---

Date: April 28, 2021

Prepared by: Brent Shelby

## **BACKGROUND**

The Curry Building at Blue Lake Park and associated infrastructure support Metro park operations and maintenance functions, including offices, maintenance shops, and equipment storage. The building was built in the mid-1960's and no longer meets program requirements; cannot adequately support staff; does not meet current seismic/structural code; does not meet current accessibility requirements; and lacks the operational efficiency of modern building systems.

The purpose of this project is to address these issues, either by replacing the current facility or renovating/expanding the existing one. The project outcome will be a resilient operations and maintenance facility that meets all code requirements and programmatic needs for Metro. The value of this project is \$5.4 million.

The architecture/engineering consultants for the project are beginning the planning and programming phase with Metro staff in June. The design phase will follow, tentatively in September. It is desired that the Construction Manager General Contractor (CM/GC) project delivery method be used whereby the General Contractor will join the team at the beginning of the design phase, providing beneficial pre-construction expertise. Procurement of a CM/GC requires an exemption from competitive bidding in lieu of procurement by competitive Request for Proposals.

An alternate, qualifications based procurement method, a Request for Proposals, enables Metro to specifically request and qualitatively evaluate proposers' prior experience with the unique parameters of the project including experience with operations and maintenance facilities, park facilities, demonstrated successes with sustainability and their approach to COBID outreach and partnership and workforce diversity. This delivery method offers a better ability for public agencies to increase the use of COBID firms in sub-contracting opportunities.

The attached resolution and findings in Exhibit A describe the specialized nature of this project. Based on these findings, the Metro procurement manager believes that a value-based selection process is more appropriate than a traditional, competitive bid (which solely considers lowest bid price). CPMO staff and the Office of the Metro Attorney concur.

Therefore, staff seeks Council authorization to pursue the alternative procurement of Construction Manager General Contractor Services by a competitive Request for Proposals, for the Blue Lake Park Operations and Maintenance Facilities project. This will allow Metro to consider cost as well as

experience and expertise in completing similar projects and in selecting the most advantageous contractor for this project.

## **ANALYSIS/INFORMATION**

1. **Known Opposition:** None

2. **Legal Antecedents:** LCRB Rule 49-0620(1), 49-0130, 49-0640, and 49-0690; Oregon Revised Statutes 279C.335 and ORS 279C.337.

3. **Anticipated Effects:** Public procurement process will be open and competitive, but items in addition to cost will be considered in the awarding of the contract. Increased use of COBID subcontractors is anticipated.

4. **Budget Impacts:** The CM/GC project delivery method provides safeguards for schedule and cost control of the project, including early involvement by construction contractor in the design process, as well as reducing the risk of substantial change orders.

## **RECOMMENDED ACTION**

Metro Council, acting as the Local Contract Review Board, approves an exemption from competitive bidding for the Blue Lake Park Operations and Maintenance Facilities project, and authorizes procurement of a Construction Manager/General Contractor by request for competitive proposals, and authorizes the execution of the resulting CM/GC contract by the Chief Operating Officer in a form to be approved by the Office of Metro Attorney.

## **Blue Lake Park Operations and Maintenance Facilities - Exhibit A**

### **Findings in Support of an Exemption to the Competitive Bidding Procedures and Authorizing Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for the Blue Lake Park Operation and Maintenance Facilities Project**

Pursuant to ORS 279C.335(2) and (4), and Metro Code Section LCRB 49-0620 through 49-0660, and 49-0690, the Metro Contract Review Board makes the following findings in support of exempting the procurement of the Blue Lake Park Operations and Maintenance Facilities project from competitive bidding, and authorizing use of a Request for Proposal (RFP) process for a Construction Manager General Contractor (CM/GC) public improvement construction contract:

#### **A. The exemption is unlikely to encourage favoritism or substantially diminish competition.**

The Metro Contract Review Board finds that exempting the procurement of the construction of the Blue Lake Park Operations and Maintenance Facilities project from competitive bidding is “unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts” as follows: The RFP will be formally advertised with public notice and disclosure of the alternative contracting method and will be made available to all qualified contractors. Award of the contract will be based on the identified selection criteria and dissatisfied proposers will have an opportunity to protest the award. Full and open competition based on the objective selection criteria set forth in the Metro Contract Review Board resolution will be sought, and the contract will be awarded to the most advantageous proposer. Competition for the RFP will be encouraged by: Posting on ORPIN (Oregon Procurement Information Network), public advertisements placed in the Portland Business Tribune and other minority business publications; performing outreach to local business groups representing minorities, women, and emerging small businesses and by contacting contractors known to Metro to potentially satisfy the RFP criteria. The subcontractor selection process will be a low bid competitive method for contracts by requiring a minimum of three bids per scope, unless there is an approved exception. Competition among subcontractors will be encouraged by contacting local subcontractors, including COBID firms and notifying them of any opportunities within their area of expertise and by performing outreach to local business groups representing minorities, women, and emerging small businesses.

#### **B. The exemption will likely result in substantial cost savings to Metro.**

The Metro Contract Review Board finds that exempting the procurement of the construction of the Blue Lake Park Operations and Maintenance Facilities project from competitive bidding will likely result in substantial costs savings to Metro, considering the “type, cost and amount of the Contract,” the 14 factors required by ORS 279C.335(2)(b), and the “additional findings” per Metro Local Contract Review Board (LCRB) Administrative Rule 49-0630(3)(B) as follows:

**Type, Cost and Amount of the Contract:** (type of project, budgeted/expected overall cost (of project), budgeted/expected contract amount)

The CM/GC project delivery model is a common public improvement procurement practice. Area agencies such as City of Portland, Multnomah County, Tri-Met, and Port of Portland utilize the CM/GC process for their large, complex public improvement projects. In CM/GC projects the General Contractor becomes a part of the project team during the design process, in order to provide constructability, logistics and value engineering expertise to the construction documentation process. CM/GC offers a distinct advantage to Metro over traditional design-bid-build (low bid) method in its ability to obtain

## Blue Lake Park Operations and Maintenance Facilities - Exhibit A

enhanced participation by COBID contractors. The current rough-order-of-magnitude estimate for the entire project is \$5.4 million.

### **Statutory Factors**

1. **Number of entities available to bid:** This factor is unaffected by exemption from competitive bidding. Regardless of procurement method, there are numerous firms interested in participating in the procurement, many of which would have bid on the project in the absence of the exemption from competitive bidding.
2. **Construction budget and future operating costs:** Using an RFP to select a General Contractor will allow Metro to obtain cost reductions through pre-construction services by the contractor during the design phase, including a constructability review, value engineering, and other services. Involving the contractor early in the design process fosters teamwork that results in a better design, fewer change orders, and faster progress with fewer unexpected delays, resulting in lower costs to Metro. The potential for faster progress and an earlier completion date will also help Metro avoid the risk of inflationary increase in materials and construction labor costs. Contractor constructability review also allows for an ongoing review of the long term operating costs of design options, allowing for midcourse design changes, leading to a project having lower long term operating maintenance and repair costs.
3. **Public Benefits:** The procurement of a CM/GC construction contract through the RFP process will help realize Metro's goal of obtaining COBID participation by enabling a qualitative review of proposers' approach to COBID outreach and mentoring partnerships.
4. **Value Engineering:** The process will enable the contractor to work with the project architect and Metro staff to help reduce construction costs by providing early input and constructability review to designers, avoiding costly redesign and change orders, and providing opportunities for the architects and contractor to work together on both practical and innovative solutions to meeting the project budget. This type of contract will allow the designers to more easily explore with the contractor the feasibility of innovative design solutions and incorporate ongoing value engineering.
5. **Specialized Expertise Required:** The contractor and subcontractors must be able to demonstrate in their proposal that they have experience constructing operations and maintenance facilities and park facilities, demonstrated successes with sustainability and subcontractor equity, and have successfully completed public improvement projects, understand the logistics of general public and staff traffic control, access, removing demolished materials, etc. The selection of a contractor with such expertise to construct the project will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on or ahead of schedule, resulting in lower costs and increased benefit to the community. The ability to factor expertise and experience into contractor selection is inherent in the RFP process, but is not part of the traditional low bid process.
6. **Public Safety:** The CM/GC contracting process will enable the contractor to work with the project architect and Metro staff to plan for minimizing safety hazards and conflict between the project and ongoing operations by providing early input into issues of project phasing, construction staging areas, construction access and scheduling. Such integrated early planning efforts are expected to limit risks to public and Metro staff safety. The ability to factor safety performance on similar projects into contractor selection is inherent in the RFP process, but is not part of the traditional low bid process.



## Blue Lake Park Operations and Maintenance Facilities - Exhibit A

7. **Reduces risk to Metro and the public.** The risks to Blue Lake Park's ongoing operations posed by the inability of the contractor to meet the schedule deadlines will be reduced by the selection of the contractor based on the demonstrated ability to perform the work as specified and based on successful prior experience working safely, effectively and efficiently in or near a similar environment where Metro staff and the public are present, rather than awarding the project to the low bidder.
8. **Exemption's effect on funding:** Does not apply.
9. **Better Control of Impact of Market Conditions on Cost and Time to Complete:** Does not apply.
10. **Technical complexity:** The exemption will allow the Contractor to select subcontractors that have demonstrated technical expertise, knowledge, and experience with the logistical challenges of demolition and construction in a similar setting, all of which can be factored into the contractor selection in the RFP process. The selection of a contractor with demonstrated experience and success in implementing similar projects will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on budget, with fewer construction delays and change orders, resulting in lower costs. The RFP process will take into account each contractor's past performance and technical knowledge.
11. **New construction, renovation or remodel:** It is undetermined at present whether the project is most appropriately scoped as a major renovation and addition, or completely new construction. The addition of the general contract to the project team during project scoping and design will pay dividends by helping to inform Metro's decision-making. Construction of the Blue Lake Park Operations and Maintenance Facilities project is tentatively slated to start in mid-FY 23-24.
12. **Occupancy during construction:** The existing Blue Lake Park facilities support Metro park operations and maintenance functions, including offices, maintenance shops, and equipment storage. The facility will be occupied and operational during construction. The CM/GC contracting process will enable the contractor to work with the project architect and Metro staff to minimize conflict between the project and ongoing operations, by providing early input into issues of project phasing, construction staging areas, construction access and scheduling. Such integrated early planning efforts are expected to limit conflicts and thus reduce the risk of construction delays and costly change orders.
13. **Phased Construction Work:** Part of the CM/GC's pre-construction work will be determining whether the project can be conducted in phases, allowing for early work amendments to start on some phases while finalizing overall design, which ultimately saves time on the overall project and may mitigate impact to ongoing operations. Early work phases are expected to uncover latent conditions at the project site that, once exposed, will then be addressed efficiently and less expensively during ongoing design, avoiding costly redesigns and change orders.
14. **Availability of personnel, consultant and legal counsel with CM/GC expertise.** The Office of Metro Attorney, Project Manager, and Project Architect have the necessary qualifications and expertise to negotiate, administer, and enforce the terms of Metro's CM/GC public improvement contract, including prior experience governing large CM/GC projects and managing them to a successful completion.

## Blue Lake Park Operations and Maintenance Facilities - Exhibit A

### Additional Findings:

#### 1. **Industry practices, surveys, trends.** The industry-accepted benefits of the CM/GC method include:

- Results in a better design that meets the owner's objectives
- Encourages competition, especially for COBID subcontractors
- May be completed in a faster time frame
- When skillfully managed, costs less than a design-bid-build project that is designed and constructed in the traditional manner, due to higher likelihood of constructability of design and opportunities for value engineering early in the design process.
- Reduces the risks of delays, cost overruns, and disputes
- Limits the number of change orders for unforeseen conditions

#### 2. **Past experience and evaluation of Metro CM/GC projects.**

The \$40 million OCC Plaza & Renovation project was substantially complete in October 2019. The benefits to the OCC Plaza & Renovation Project achieved through the CM/GC process include:

- Cost reductions through pre-construction services by the contractor during the design phase, including a constructability review (e.g., materials, phasing, layout and design) and value engineering.
- Phased construction was able to start while integrated delivery planning for future phases was still being developed. This kept the project on schedule and allowed for ongoing construction activities during daily OCC business operations.
- Six percent of the Guaranteed Maximum Price in change orders. On a project of this size and complexity, one would ordinarily expect a ratio of at least ten percent or greater in change orders increasing the cost of construction.
- The project exceeded 50 percent COBID subcontractor participation. This unprecedented achievement accounts for more than \$16 million going to the local COBID subcontractor community.
- With pre-construction time to develop community partnerships and leverage relationships with subcontractors, the project met workforce diversity goals achieving 35 percent of project work hours attributed to non-white workers.
- Partnering with the OCC through preconstruction planning and ongoing coordination, the OCC was able to safely maintain normal business operations: during 14 months of Plaza & Renovation Project construction the OCC achieved record event sales and attendance.

#### 3. **Benefits and drawbacks of CM/GC to the Blue Lake Park Operations and Maintenance Facilities project.** The CM/GC method provides an invaluable means of addressing the risks to Metro presented by the project's site conditions and timeline.

By involving the contractor extensively during the design process, Metro will be able to better account for, plan around, and address the above factors prior to and during construction. This avoids project delays and expensive change orders, helps to reduce liability and revenue risks to Metro, and provides a foundation of cooperation upon which a high-quality result may be achieved, on schedule and on budget. Pre-construction services provided during the process include a constructability review, value engineering, and other services during design. Involving a contractor during the design fosters teamwork that results in a better design, faster progress with fewer delays and lower risk of costly change orders.

## **Blue Lake Park Operations and Maintenance Facilities - Exhibit A**

Given Metro's favorable experience with CM/GC, staff foresees no drawbacks to adopting the CM/GC method to implement the Blue Lake Park Operations and Maintenance Facilities project.

Agenda Item No. 6.1

**Ordinance No. 21-1463**, For the Purpose of Annexing to the Metro District Boundary Approximately  
9.78 Acres Located West of SW Roy Rogers Road in Tigard

*First Reading & Public Hearing*

Metro Council Meeting  
Thursday, June 10, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE	)	ORDINANCE NO. 21-1463
METRO DISTRICT BOUNDARY	)	
APPROXIMATELY 9.78 ACRES LOCATED	)	Introduced by Chief Operating Officer
WEST OF SW ROY ROGERS ROAD IN	)	Marissa Madrigal with the Concurrence of
TIGARD	)	Council President Lynn Peterson

WHEREAS, Riverside Homes, LLC has submitted a complete application for annexation of 9.78 acres located west of SW Roy Rogers Road in Tigard (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Tigard River Terrace area to the UGB, including the territory, by Ordinance No. 02-969B on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on June 10, 2021; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated May 20, 2021, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this \_\_\_\_ day of July 2021.

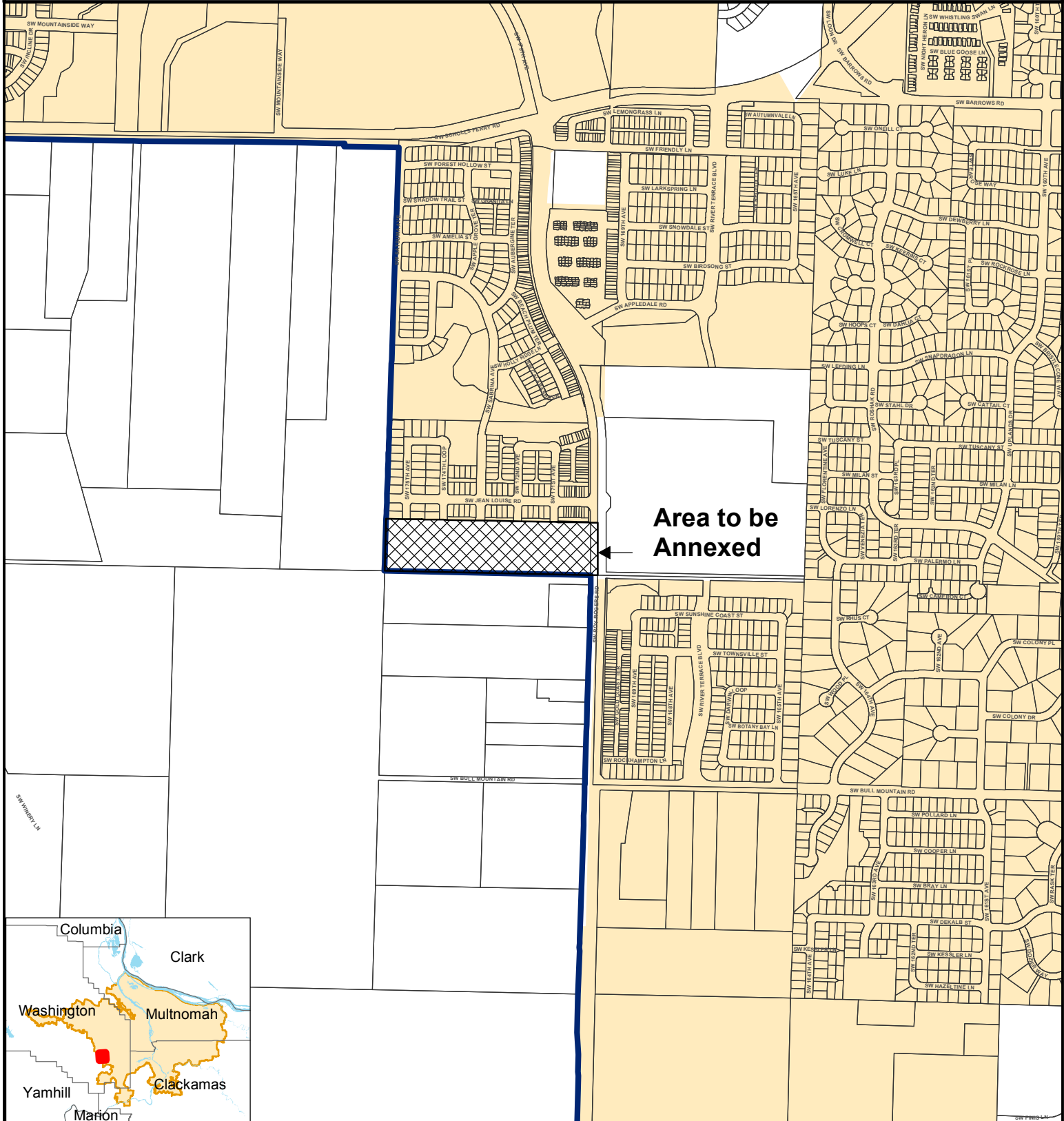
\_\_\_\_\_  
Lynn Peterson, Council President

Attest:




Approved as to form:

\_\_\_\_\_  
Jaye Cromwell, Recording Secretary

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney



Research Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.oregonmetro.gov/drc>

-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0221

1:10,000



0 1,000 2,000 Feet

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## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1463, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 9.78 ACRES LOCATED WEST OF SW ROY ROGERS ROAD IN TIGARD

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Date: May 20, 2021  
Department: Planning & Development

Prepared by: Tim O'Brien  
Principal Regional Planner

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### BACKGROUND

CASE: AN-0221, Annexation to Metro District Boundary

PETITIONER: Riverside Homes, LLC  
17933 NW Evergreen Parkway, Suite 370  
Beaverton, OR 97006

PROPOSAL: The petitioner requests annexation of land in Tigard to the Metro District Boundary.

LOCATION: The land in Tigard is approximately 9.78 acres in size, is located west of SW Roy Rogers Road and can be seen in Attachment 1.

ZONING: The land is zoned for residential use (R-7 & R-25).

The land was added to the UGB in 2002 and is part of the River Terrace Community Plan area that was adopted by Tigard. The land must be annexed into the Metro District for urbanization to occur.

### APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

#### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

#### Staff Response:

The land in Tigard was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B, thus the affected territory lies within the UGB.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

The conditions of approval for Metro Ordinance No. 02-969B include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 also requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County applied the Future Development-20 Acres (FD-20) designation to all the county land in Ordinance 02-969B to prevent premature urbanization of the expansion areas. The property was annexed to the City of Tigard in January 2013 and the River Terrace Community Plan was adopted in 2014. The property is in the process of being annexed to Clean Water Services. Thus the affected territory was subject to measures that prevented urbanization until the territory is annexed to the city and any necessary service districts.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject property is part of the River Terrace Community Plan adopted by the City of Tigard in 2014. The proposed annexation is consistent with the community plan and is required by Tigard as part of a land use application. Thus the inclusion of the property within the Metro District is consistent with all applicable plans.

## ANALYSIS/INFORMATION

**Known Opposition:** There is no known opposition to this application.

**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District boundary.

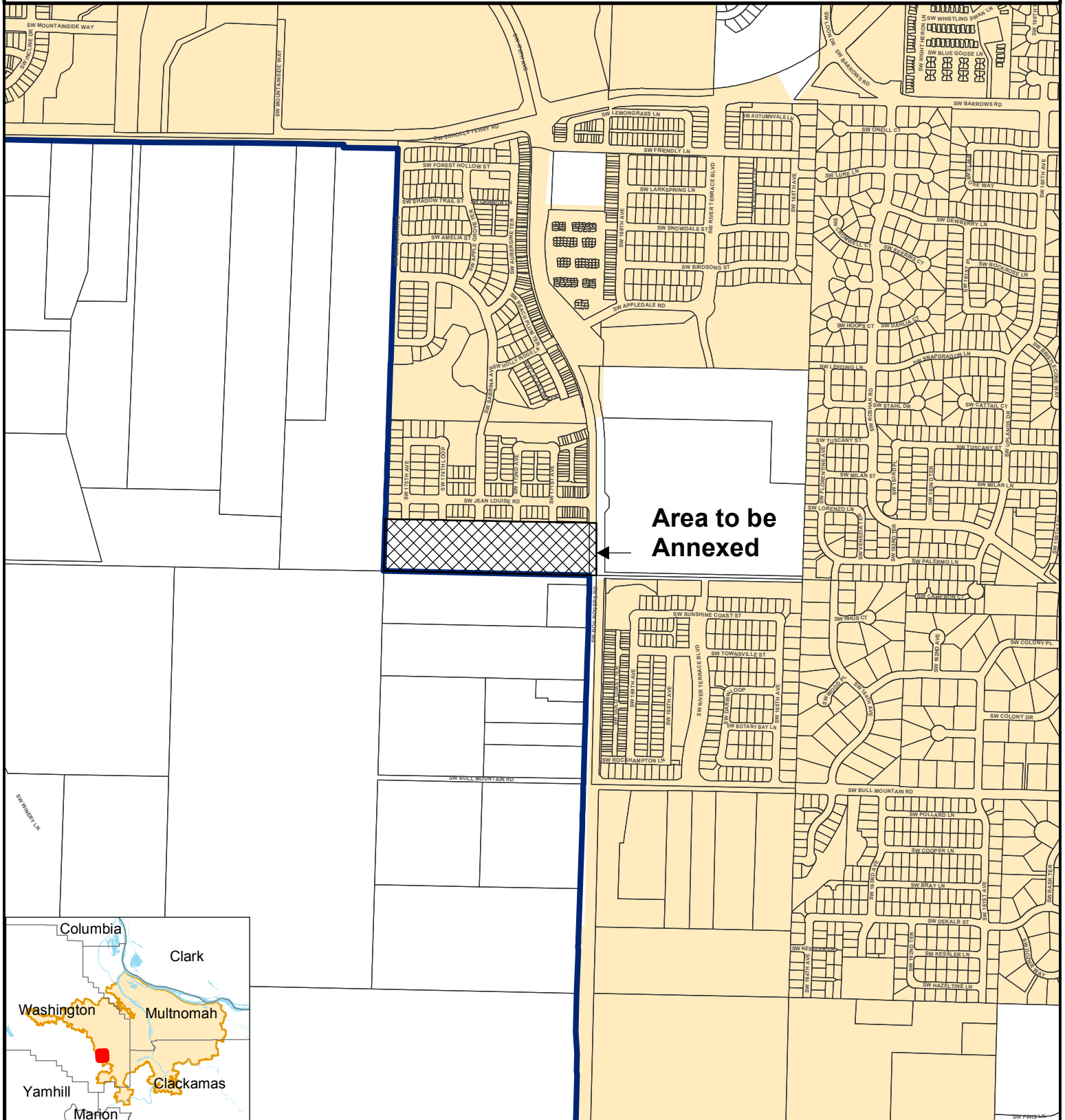
**Anticipated Effects:** This amendment will add approximately 9.78 acres in Tigard to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the River Terrace Community Plan.

**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.




## RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 21-1463.



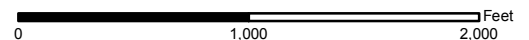


Research Center  
600 NE Grand Ave  
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-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0221

1:10,000



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