

Council meeting agenda

Thursday, November 9, 2023

10:30 AM

**Metro Regional Center, Council chamber,
<https://www.youtube.com/live/mNytBeDvVCK?si=AzyduWNK4oKGVzdr>,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)**

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber.

You can join the meeting on your computer or other device by using this link:

<https://www.youtube.com/live/mNytBeDvVCK?si=AzyduWNK4oKGVzdr>, <https://zoom.us/j/615079992>,
or 877-853-5257 (toll free) (Webinar ID: 615079992).

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before 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 503-813-7591 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. Those wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and using the “Raise Hand” feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Presentations

3.1 City of Portland Safe Rest Villages Update

[23-5972](#)

Presenter(s): Commissioner Dan Ryan, City of Portland
Brandy Westerman, Humanitarian Operations Director, City
of Portland

Attachments: [Safe Rest Villages 22-23 Annual Report](#)

4. Consent Agenda

- 4.1 Resolution No. 23-5358, For the Purpose of Completing
Required Transition Actions to the New 2024-27 MTIP
Including Adding Nine New Projects and updating Two
Existing Projects to Enable Future Federal Fund
Obligations to Occur [RES 23-5358](#)
- Attachments: [Resolution 23-5358](#)
[Exhibit A](#)
[Staff Report](#)

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 23-1503 For the Purpose of Amending
Metro Code Chapters 7.05 (Income Tax Administration)
and 7.06 (Personal Income Tax) to Add Certain
Clarifications and Make Housekeeping Updates [ORD 23-1503](#)
- Presenter(s): Justin Laubscher, Tax Compliance Program Manager, Metro
Josh Harwood, Fiscal & Tax Policy Director Metro
- Attachments: [Ordinance No. 23-1503](#)
[Exhibit A](#)
[Exhibit B](#)
[Exhibit C](#)
[Staff Report](#)

6. Other Business

- 6.1 Council Procedures Update [23-5959](#)
- Presenter(s): Anne Buzzini (she/her), Policy Advisor, Metro,
Ina Zucker (she/her), Council Office Program Director,
Metro
- Attachments: [Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)

City of Portland Safe Rest Villages Update
Presentations

Metro Council Meeting
Thursday, November 9, 2023

2022-23 Annual Report

"If we can solve homelessness in Portland and Seattle, **we can do it anywhere...** I believe that it is possible, especially if we work together—across systems, sectors, and jurisdictions—**with urgency and creativity.**" – Jeff Olivet, Director, United States Interagency Council on Homelessness



September 2023



Simply put, village participants are going from the isolation and dangers of life on the street to connection with community as they build a **much better life**.

After two years of intense focus to build much needed services, I am honored to share the 2023 Safe Rest Village Annual Report with the community. A dedicated team lead by Chariti Montez, listened and learned from each community engagement meeting. They kept adapting to build seven villages across the city. We will continue to study the results and improve as we strive to move people from the streets to stability.

This report reflects one full year of data collection from the sites in operation, roughly 50% of what we can expect next year as we move to scale. Early data reveals that of the 143 people who have moved through our program in the past year, roughly 50% moved to temporary or permanent housing (70 people). It shows that of those 70 people, 35 had been chronically homeless. It also reveals that 57% of our program participants reported being non-white or multiracial. There's a great deal more to learn from this report.

Behind the data are people, and this report represents direct impacts on their lives. It represents Brad's story, who in his early 70s and after 22 years living under an I-5 ramp, was ready to make a move towards housing by accepting a placement in one of our villages. We hear Manny's story, who moved into a village distraught and suicidal following his divorce, who got a job and eventually moved into housing, and now returns with homemade asada for his village friends. We hear how the staff and villagers have built community and resiliency as they connect with behavioral health services, re-enter the work force, and build healthy relationships with fellow participants and with nearby neighbors. Simply put, village participants are going from the isolation and dangers of life on the street to connection with community as they build a much better life.

This report also represents incredible volunteerism and support for village participants through donation of services, supplies, and other acts of love – THANK YOU!

With this Annual Report, we share with you the foundation of a program that will give hope to many who were hopeless. We are just getting started. I look forward to the day when those healing will use their life experience to give back and serve others who need an on-ramp to a stable life.

Here's to more stories that offer hope, inspiration, and LOVE.

– Commissioner Dan Ryan

"Our main goal is to get [our participants] into housing, permanent housing, stable housing one way or another. And we back that up with a retention team... guiding them, making sure they are able to pay their bills, making sure their other issues are being taken care of, [anything] that they need help with **because moving from homelessness into this place and then moving into housing, it's a big, big thing.**"

– Elijah, Peer Support Specialist, Menlo Park



WHO WE SERVED

this year in numbers*

43,475 nights of safe sleep

(total number of nights someone was sleeping at one of our sites across all villages open during this period)

345 people served

Gender

- 28% Female
- 58% Male
- 8% Gender other than Male/Female
- 6% Transgender
- 1% Less than 5 Respondents

Ability

- 57% Identify as Having One or More Disability
- 35% Without
- 9% Not Known

Race

- 57% of All People Sheltered Reported as Non-White or Multiracial

33% chronically homeless

211 sleeping units

143 people exited

Of those 143, **70** went to temporary or permanent housing.
Of those 70, **35** were chronically homeless.

169 documents obtained

(IDs, Birth Certificates, etc.) These are critical to next steps — jobs, leases, food stamps, etc.

* “This year” represents 5 sites open from 07/01/22 – 06/30/23

BUILDING villages



The Safe Rest Village program launched in August 2021 with a small team focused on building something **new**.

Something to fill a gap in a system of services that helps people avoid houselessness, and support those who are experiencing it. At that time, the system supported by many of our partners did not offer outdoor shelters with 24/7 onsite support and services. That's the system we have built. Services vary by village, but all provide case management, access to mental and behavioral health services, and basic amenities.

Much of the information in this Annual Report reflects one year's data and funding for our program from July 1, 2022, through June 30, 2023, in sync with the reporting requirements of the federal American Rescue Plan Act grant that funds the program. Other information may reflect the entire length of the program – each is labeled accordingly.

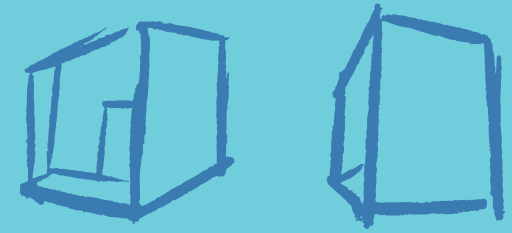
Given reporting periods, these numbers reflect data for the sites that were open during the City's most recent fiscal year, the one-year period July 1, 2022 – June 30, 2023. Note that some sites were open before this, and others were only open for a short period of time during this year, so the data reflecting their outcomes reflect a short period of time.

7 sites open

326 sleeping units

(including personal RVs)

**First RV safe
park in Portland**



"We are a **ragtag, queer team** building pods for the houseless next to a bridge that I slept under when I was younger."

– **Nate Stanley of Stanley Tiny Homes**, one of our tiny home vendors



current map of Safe Rest Villages

Two of the villages in the Safe Rest Village program support specific cultural communities – the Queer Affinity Village serving LGBTQIA2S+, and the BIPOC Village serving community members who are Black, Indigenous, and/or people of color.

*Sunderland and Reedway are not reflected in annual statistics, as they opened after the reporting period.



BUILDING community

The Safe Rest Village program is building more than the villages themselves. Along with our shelter operators, we are building community for those who participate in our program. This is a critical ingredient to their success – to everyone's success. Beyond the lockable shelters, basic amenities and services, each village is growing connections, helping people support one another, and feel connected to others. These human connections help people build resilience, stabilize and focus on their next steps in life, rather than survival, personal safety, and meeting basic needs.

"Thank you, to everyone that is out there helping those that are lost and unhoused. A little act of kindness can make someone's whole day."

– Harley, neighbor who volunteers with Multnomah Safe Rest Village

3 art spaces

30+ different types of activities in the villages — and growing

5 raised garden beds

40+ pets (dogs, cats, rabbits, and a guinea pig) plus being neighbors to the Belmont goats!

13 covered gathering spaces





COMMUNITY BUILDING ACTIVITIES

We have 13 covered community gathering spaces across our sites. Each community has adapted them for a range of uses from a place for movie nights and games, to a space for yoga, art, meditation, and karaoke. Here are some examples:

- 21Ten Theater bringing a play to a village
- Bingo
- Birdhouse painting
- Book club
- Button making
- Community barbecues
- Conversation project with Oregon Humanities
- Craft day
- Dance party w/ DJ
- Distributing coloring books
- Foosball
- Gardening (garden beds planted and bursting with summer veggies and flowers)
- Jam session with free music
- Jewelry making
- Outings to see a play at Portland Center Stage
- Painting
- Photography
- Pumpkin carving
- Rock painting
- S'mores night
- Superbowl streaming
- Tie dye
- Villager-hosted potlucks
- Visits from Street Books, including having a resident librarian!
- Woodworking

"We encourage participants to lean into the **joy of gardening** by planting, watering, and caring for the garden beds... we hope to have helped them move to places where they can plant their OWN plants in their OWN beds and watch them grow year after year."

– **Andy Goebel**, Director,
All Good Northwest

BUILDING resilience

In addition to community-building activities across our sites, activities and groups are dedicated to building resilience through prioritizing the mental and behavioral health of our participants.

- Dual Diagnosis Anonymous group
- Meditation
- Men's groups
- Narcotics Anonymous group
- Street Medicine workshops
- Women's discussion groups
- Yoga

Program partners include:

- Blackburn Center
- Concordia University
St. Paul School of Nursing
- Multnomah Dental
- Portland Street Medicine
- Sumner Nursing College program

"This [village model] works, because it's **humane**. That's one word that just describes the whole thing. **It's humane.**"

– Sonya, Reedway Participant

"It's **seriously fantastic** that my friends aren't dying from overdoses and infections anymore."

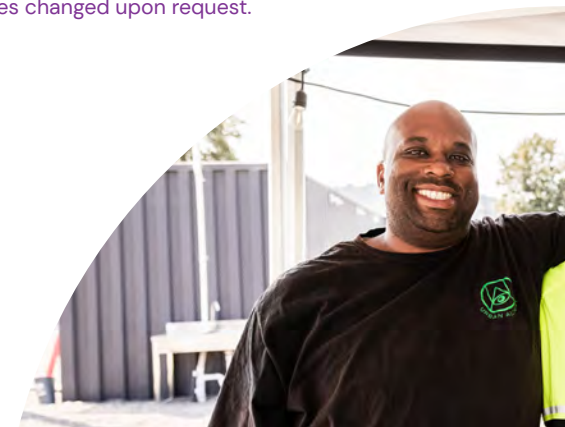


"I'm living inside now, which is one of the hardest things I've ever done, especially after having been outside for 10 to 11 years. The staff understand the struggles we've been through and the struggles we still face. Every staff member I've had the pleasure to meet has been super helpful, friendly, and truly sincere. It's as if they've become an extended part of our small community that we call 'family.'

It was really easy to make the transition from tent to pod because we were basically brought in as a collective group... It's seriously fantastic that my friends aren't dying from overdoses and infections anymore! Thank you. This place is a true God's blessing upon us."

– **Natasha**, Participant in Peninsula Crossing

Note: All quotes and stories shared with permission, some names changed upon request.



STORIES OF success

MANNY'S STORY

When [Manny] came in, he was distraught," shares **Dale, Case Manager at Menlo Park**. "He had broken up with his wife, and he wasn't sure if he wanted to keep on living. I met with him for a couple of weeks. We talked and talked. He finally decided that he wanted to get a job. I swear that same day he went down to WinCo down the street, he came back a couple hours later with a job. He was working so good that...after three or four days, he went and he asked his boss if he could get a raise, and sure enough, he got a fricking raise. It was maybe two weeks after that, he was ready to move...He's one of our big success stories. I mean, everybody knows Manny. He was so cool. Now he's working, and he's got his own place and he still tries to come by to visit.



PARTICIPANT QUOTES

"This community has been the **best thing to happen to me**. This place offers a lot of needed help, like mental health support... and a [staff] that is awesome in a way that can't be replaced. **I want to say thank you for all you've done for me.**"

—**Sheila**, participant in Peninsula Crossing

"Within a **month** of moving into the village, I've **kicked my drug habit** and **my girlfriend now has a job!**"

—**A Reedway** Participant

"It's done amazing things for me and my family. The **smiles on my grandkids' faces** when they get to come here and be with me **means everything.**"

—**Stephanie**, former Menlo Park participant, on moving into housing



"[We meet] people where they're at and understand this space and can relate to them... We've had people that've been homeless for five years, and we have people that have been homeless for 30 years; coming to a new space and feeling safe and protected is a big shock for them. They're not used to that. They don't even know if it's real. So, there's a lot of emotion involved. We let them know that they're worth it, they deserve to be here, and everybody deserves a chance," said **Elijah, Peer Support Specialist at Menlo** (Cultivate Initiatives).

"Our Safe Rest Village aims to provide emotional and physical safety. That's important," said **Jeray Bridges, a staff member at Peninsula Crossing**. "Here at Urban Alchemy, our job is to make sure that... [as they're connected to] permanent housing ... they remember who they are, the journey they came from, that there's always a light at the end of the tunnel and to never to give up on themselves."



BUILDING partnerships

Thank you to the many partners who
have brought this **vision to life.**

JURISDICTIONAL PARTNERS

Joint Office of Homeless Services
Oregon Department of Transportation
Port of Portland
Prosper Portland
TriMet

SHELTER PROVIDERS

All Good Northwest
Cultivate Initiatives
The Salvation Army
Urban Alchemy

DONATIONS OF SERVICES AND SUPPLIES

21Ten Theater	Merlo Station High School
Anderson Construction Foundation	MODS PDX
Animal Aid	Multnomah Arts Center and Multnomah Arts Center Association
Blackburn Center	Multnomah Dental
Bridges Middle School	Portland Center Stage
Classic Collision	Portland Street Medicine
Cleveland High School	Portland Street Response
Concordia University St. Paul School of Nursing	Rapid Response Bio-Clean
Constructing Hope	Reynolds Learning Academy
Cultivate Initiatives Workforce Program	Roosevelt High School
Family of Grace Church	Safeway
Franklin High School	Sam Barlow High School
Friends of Community Gardens	Sarah Bellum
Friends of Multnomah Safe Rest Village	St Helens High School
Gather:Make:Shelter	Street Books
Grant High School	Sumner College Nursing Program
Growing Gardens	SW Faith Coalition
Hillsdale Assistance Team	The Links (Portland Chapter)
Home Building Foundation	Tivnu
International School of Portland	Vista Pet Clinic
Jaya Kula	West Hills Christian School
KT and City of Portland staff Queer Alliance	



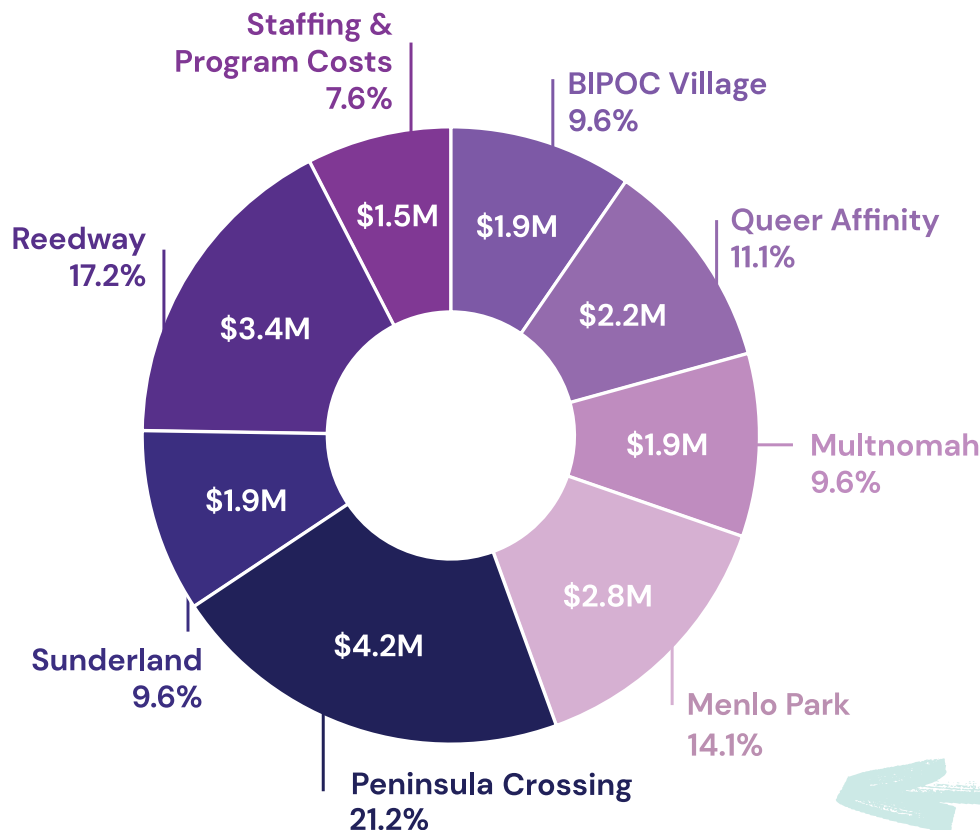
finances

Expenses (Fiscal Year 2022-23)

These are expenses from July 1, 2022, through June 30, 2023.

They cover **three general categories**: (Note, each site was at a different point in construction and operation during this one fiscal year.)

- **Acquisition and Construction**
this includes leases, site construction and permitting, purchase of shelter units and service structures, and other site amenities, etc.
- **Site Maintenance**
this includes ongoing utilities, repairs, etc.
- **Shelter Operations**
this covers programmatic costs for shelter operations.



American Rescue Plan
Investing in Portland

Total Budget (2021-24)

FUNDING FOR 2021-2024:

\$56.3 million

WHICH INCLUDES:

American Rescue Plan Act \$52,300,000

General Fund \$3,000,000

State Grant \$1,000,000

FISCAL YEAR 22-23

TOTAL EXPENSES:

\$19.9 million

BUILDING trust

"Staff, students and parents at Bridges Middle School and the International School of Portland believe that global citizenship begins with us taking responsible action within and outside of our community. As such, we whole-heartedly support the mission and vision of the Safe Rest Villages and believe they are an important pillar of the complex infrastructure supporting Portland's most vulnerable citizens.

We are grateful for the supportive partnerships that have developed with the arrival of our friends at the Queer Affinity Village located between Bridges Middle School and International School of Portland. These partnerships include not only the program participants and dedicated Safe Rest Village team, but extend throughout the neighborhood, and the city. We support the SRV model because we believe in its successful approach to supporting people holistically, with dignity and Love."

– **Beven Byrnes**, Executive Director, Bridges Middle School, Neighbor to queer affinity village



**American
Rescue Plan**
Investing in Portland

saferestvillages.org

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ALL PHOTOS: CITY OF PORTLAND/KLiK CONCEPTS



**Resolution No. 23-5358, For the Purpose
of Completing Required Transition
Actions to the New 2024-27 MTIP
Including Adding Nine New Projects and
updating Two Existing Projects to Enable
Future Federal Fund Obligations to Occur
(consent)**

Consent Agenda

Metro Council Meeting
Thursday, November 9, 2023

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF COMPLETING
REQUIRED TRANSITION ACTIONS TO
THE NEW 2024-27 MTIP INCLUDING
ADDING NINE NEW PROJECTS AND
UPDATING TWO EXISTING PROJECTS TO
ENABLE FUTURE FEDERAL FUND
OBLIGATIONS TO OCCUR**

RESOLUTION NO. 23-5358

Introduced by: Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the U.S. Department of Transportation's MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, development of the 2024-27 MTIP resulted in a lock-down period between April 2023 and October 2023 to allow for required final reviews and approvals, plus prevented any further project changes or additions to occur; and

WHEREAS, the October FFY 2024 formal/full amendment to the 2024-27 MTIP provides the required transition actions to update the 2024-27 MTIP with new or amended projects that occurred between April and October of 2023 to the 2021-24 MTIP, but could not be carried over into the 2024-27 MTIP due to the lock-down period; and

WHEREAS, the October FFY 2024 Formal MTIP Amendment contains eleven projects that are either new and being added to the 2024-27 MTIP, being re-added to the MTIP due to the lockdown carry-over barrier, or are being amended in order obligate their funds or obtain a required federal approval step.

WHEREAS, the programming requirements to the eleven projects in the October FFY 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on October 6, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on October 19, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or amend the eleven projects within the amendment bundle to complete the transition update to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this ____ day of _____ 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

October FFY 2024 Formal/Full MTIP Amendment Summary
Formal Amendment #: OC24-01-OCT

The October Federal Fiscal Year 2024 initiates the formal amendment process for the 2024-27 MTIP. This amendment is considered a “transition” amendment as it completes various required programming updates to the 2024-27 MTIP after it was “locked-down” as of April 2023 for final reviews and approvals.

Between April 2023 and October 2023, FHWA and FTA announced grant awards for several of their discretionary funding programs. Most of the awarded projects now need to be added to the MTIP and STIP to allow fund obligations and required federal approval steps to occur. During this period, Metro also completed its new Transportation Systems Management and Operations (TSMO) project call and approved several funding awards to new TSMO projects.

The October FFY 2024 Formal MTIP Amendment is also referred to as a “Transition” amendment as it completes required updates and corrections to the 2024-27 MTIP. The lock-down period prevented the updates from occurring then. They need to be completed now to ensure both the MTIP and STIP match-up correctly to meet USDOT approval conditions for both documents. A total of eleven projects are included in the October FFY 2024 Formal Amendment bundle. Additional details about the specific projects are provided below.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5358

October FFY 2024 Formal Transition Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: OC24-01-OCT
Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 23462 MTIP ID TBD New Project	Beaverton School District	Beaverton School District EV Chargers	Purchase and install electric wall mount chargers.	RE-ADD NEW PROJECT: The project was initially added to the 2021-24 MTIP with the intention of obligating the federal funds before the end of FFY 2023. However, the project was not ready to obligate the new CMAQ funds from DEQ and had to be carried over into

				the new 2024-27 MTIP. The project is now being re-added to the 2024-27 MTIP and is considered a new project to the MTIP, but also corrective action to the MTIP. The DEQ CMAQ award will install up to 22 new EV charging stations for the school district.
(#2) ODOT Key # New MTIP ID TBD-New New Project	Gresham	181st Ave Safety Upgrades: SE Stark St to E Burnside St	Complete safety upgrades: new traffic signals, adding/upgrade sidewalks, buffered bike lane, lighting and utility upgrades for greater pedestrian safety	<u>ADD NEW PROJECT:</u> Add the new FFY 2023 Congressionally Direct Spending (CDS) award to the 2024-27 MTIP
(#3) ODOT Key # 20885 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS 2020	The TSMO project grouping bucket (PGB) provides the funding to support strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)	<u>COMBINE PROJECT:</u> The funding in the PGB is committed to the newly awarded PSU PORTAL Project also being added through this amendment.
(#4) ODOT Key # 20886 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2021)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)	<u>SPLIT PROJECT:</u> Split \$1,157,374 of STBG plus match from the PGB and combine into new PORTAL project also part of this amendment bundle
(#5) ODOT Key # NEW MTIP ID TBD-NEW New Project	Portland State University	TSMO PORTAL Regional Archived Data Service 2023	Maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide assessment of existing and	<u>ADD NEW PROJECT</u> Add new TSMO awarded project to the 2024-27 MTIP for PSU to complete and maintain the TSMO PORTAL database helping to evaluate the effectiveness of current and future needed TSMO investments

			future TSMO investment areas.	
(#6) ODOT Key # 22647 MTIP ID 71389 New Project	ODOT	OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St	The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)	<u>ADD NEW PROJECT</u> The formal amendment re-adds OR 141 that includes the FFY 2023 Congressionally Directed Spending (CDS) Earmark to the 2024-27 MTIP. The project was initially added to the 2021-24 MTIP in June 2023, but not carried over into the 2024-27 MTIP due to the document already in local down for final reviews and approvals.
(#7) ODOT Key # 23428 MTIP ID 71388 New Project	ODOT	I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta	Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)	<u>RE-ADD NEW PROJECT:</u> The formal amendment will re-add Key 23428 to the MTIP. The project was added to the 2021-24 MTIP as part of the May 2023 Formal amendment. However, the 2024-27 draft MTIP had already been locked down for final reviews which prevented carryover into to 2024-27 MTIP with active phases in FFY 2024. The formal amendment now completes the required carry-over process to include the project in the 2024-27 MTIP.
(#8) ODOT Key # 23452 23491 MTIP ID TBD-NEW New Project	Oregon City	Oregon City Quiet Zone MODIFICATION #1 to the Project	Establish a railroad quiet zone in Oregon City for added pedestrian safety to foster prosperous economic transformation, support housing and business development	<u>ADD NEW PROJECT:</u> The formal amendment adds the new FFY 2022 CDS award project to the 2024-27 MTIP. Subsequent discussions within ODOT since the original amendment submission determined the project needs to reflect the full phase programming. As a result, the ROW and construction phases have been added to the project along with required funding through this

				<p>amendment as Modification #1 to the project. There is no scope, cost, or delivery timing change as a result. ODOT is required to update the STIP Key code (now 23491) for the project which also is occurring. The original plan to obligate the PE phase with the full CDS award now is split among the required phases and follows the regular programming process. The modification results as part of the public comment process for the formal amendment. Since the modification applies only to the phase breakout of funding, the changes are considered a technical correction and still consistent with the intent of the amendment.</p>
(#9) ODOT Key # NEW MTIP ID TBD-NEW New Project	Portland	Burgard Bridge Resiliency and Multimodal Enhancements Project	Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements.	<p><u>ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new Bridge Investment Program (BIP) awarded project to the 202-27 MTIP.</p>
(#10) ODOT Key # NEW MTIP ID TBD-NEW New Project	Portland	122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd	Employ safety treatments including pedestrian crossings, bike lanes, adding medians, bus stop curb extensions, signal upgrades, lighting, landscaping, and a roundabout	<p><u>ADD NEW PROJECT:</u></p> <p>Add Portland's new Safe Street For All (SS4A) discretionary grant project to the 2024-27 MTIP and STIP</p>
(#11) ODOT Key # 23463 MTIP ID	TriMet	TriMet Transit Center EV Chargers	Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.	<p><u>RE-ADD NEW PROJECT:</u></p> <p>The formal amendment re-adds the project to the MTIP. It was originally added to the 2021-24 MTIP in June 2023. As with other late additions to the</p>

TBD-NEW New Project				2021-24 MTIP, the draft 2024-27 MTIP had been locked-down for its final review and approvals preventing carry-over of TriMet's new Transit Center EV Charging project. The October FFY 2024 Formal Amendment completes the required carry-over correction.
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Proposed Amendment Review and Approval Steps:

- Wednesday, October 4, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, October 6, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, October 19, 2023: JPACT meeting.
- Thursday, November 2, 2023: End 30-day Public Comment period.
- Thursday, November 9, 2023: Final approval from Metro Council anticipated.
- Late November to early December 2023: Estimated final USDOT amendment approvals occur.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Re-add BSD DEQ CMAQ project
 to the 2024-27 MTIP

Project #1

Project Details Summary

ODOT Key #	23462	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	12/6/2018
MTIP ID:	71394	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring: The project was initially added to the 2021-2024 MTIP in June 2023. This was after the 20247 MTIP was locked down for its final review and approvals. Through this amendment, the project is being readded to the 2024-27 MTIP as the project contains active phases in FFY 2024.

Project Name: Beaverton School District EV Chargers

Lead Agency:	Beaverton School District	Applicant:	Beaverton School District	Administrator:	DEQ
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Short Description:

Purchase and install electric wall mount chargers.

MTIP Detailed Description (Internal Metro use only):

In the Beaverton School District in Washington County, add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton (DEQ CMAQ award, EMRED - VOC: 0.108, NOX: 2.585, CO: 1.114, CO2: 100,786, PM10: 0.107, PM2.5: 0.027).

STIP Description: Purchase and install electric wall mount chargers for electric vehicles (EV).

Project Classification Details

Project Type	Category	Features	System Investment Type
Transit	Transit - Capital	Capital - Vehicle Operations	Capital Improvement
ODOT Work Type:	CMAQ		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CMAQDEQ	Y400	2023						\$ 98,795	
CMAQDEQ	Y400	2024						\$ 98,795	\$ 98,795
CMAQDEQ	Y400	2023					\$ 70,312		\$ -
CMAQDEQ	Y400	2024					\$ 70,312		\$ 70,312
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 70,312	\$ 98,795	\$ 169,107
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 62,791					\$ 62,791
Local	Match	2023						\$ 11,308	\$ -
Local	Match	2024						\$ 11,308	\$ 11,308
Local	Match	2023					\$ 8,048		\$ -
Local	Match	2024					\$ 8,048		\$ 8,048
Other	OTH0	2023					\$ 358,212		\$ -
Other	OTH0	2024					\$ 358,212		\$ 358,212
Local Totals:			\$ -	\$ 62,791	\$ -	\$ -	\$ 366,260	\$ 11,308	\$ 440,359

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Total Estimated Project Cost							\$ 609,466
Total Cost in Year of Expenditure:							\$ 609,466
Programming Note: The PE phase was slipped to FFY 2024 as part of the EOY slip amendment, As a result, all other phases are slipped to FFY 2024 as well.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 62,791	\$ -	\$ -	\$ 8,048	\$ 11,308	\$ 19,356
Amended Phase Matching Percent:	N/A	100.00%	N/A	N/A	10.27%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 70,312	\$ 98,795	\$ 169,107
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 62,791	\$ -	\$ -	\$ 366,260	\$ 11,308	\$ 440,359
Total	\$ -	\$ 62,791	\$ -	\$ -	\$ 436,572	\$ 110,103	\$ 609,466
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	0%	0%	0%	16.11%	89.73%	27.75%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	100.00%	0%	0%	83.89%	10.27%	72.25%
Total	0%	100.00%	0%	0%	100.00%	100.00%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	0%	0%	0%	11.54%	16.21%	27.75%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	10.30%	0%	0%	60.10%	1.86%	72.25%
Total	0%	10.30%	0%	0%	71.63%	18.07%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? CMAQ award from DEQ. The CMAQ is a formula allocation to DEQ from the overall state CMAQ apportionment.	
2. Does the amendment include changes or updates to the project funding? Yes. The amendment adds CMAQ to the 2024-27 MTIP impacting fiscal constraint.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. Completed as part of the programming when first added to the 2021-24 MTIP.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? This was a discretionary grant award which required DEQ approval.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
NW 167th Place	1270 NW 167th Place		NW 167th Place	N/A	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2023	Years Active	1	Project Status	3	(PE) Preliminary Engineering (NEPA) activities initiated
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Initial programming was to the 2021-24 MTIP in June 2023.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity = Not a focus area POC = No LEP = No LI = No
	X	X					
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	This is a non-capacity enhancing project
Is the project exempt from a conformity determination?	Yes. Table 2, Mass Transit
Exemption Reference:	Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	Yes, An air quality emission reduction analysis specially for CMAQ project was completed as part of the eligibility determination.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not required
RTP Constrained Project ID and Name:	Not applicable. CMAQ eligibility includes award provisions outside of the RTP process.
RTP Project Description:	Not applicable.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable
No	Transit	Not applicable
No	Freight	Not applicable
No	Bicycle	Not applicable
No	Pedestrian	Not applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	N/A	N/A	N/A
Federal Aid Eligible Facility	Yes	N/A	CMAQ eligibility determination. Pre-reviews completed by the Oregon State CMAQ manager and FHWA.

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **Not applicable.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Not applicable**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable**
4. Applicable RTP Goal: **Goal #7 Healthy People, Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.**
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
CMAQDEQ	A suballocation of CMAQ from ODOT to DEQ to be applied to CMAQ eligible projects that provide direct and measurable improvements to air quality.
Other	Local funds committed to the project over and above the minimum match requirement. Also referred to as "local overmatch funds".

Name: Beaverton School District EV chargers

Key: 23462

Description: Purchase and install electric wall mount chargers for electric vehicles (EV).

Region: 1

MPO: Portland Metro MPO

Work Type: CMAQ

Applicant: BEAVERTON SCHOOL DISTRICT

Status: PROJECT SCHEDULED FOR CONSTRUCTION

Location(s)-

Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	WASHINGTON

Current Project Estimate

Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2023			2024	2024	
Total	\$62,791.00			\$436,572.00	\$110,103.00	\$609,466.00
Fund 1	OTH0 \$62,791.00			OTH0 \$358,212.95	Y400 \$98,795.42	
Match					\$11,307.58	
Fund 2				Y400 \$70,311.58		
Match				\$8,047.47		

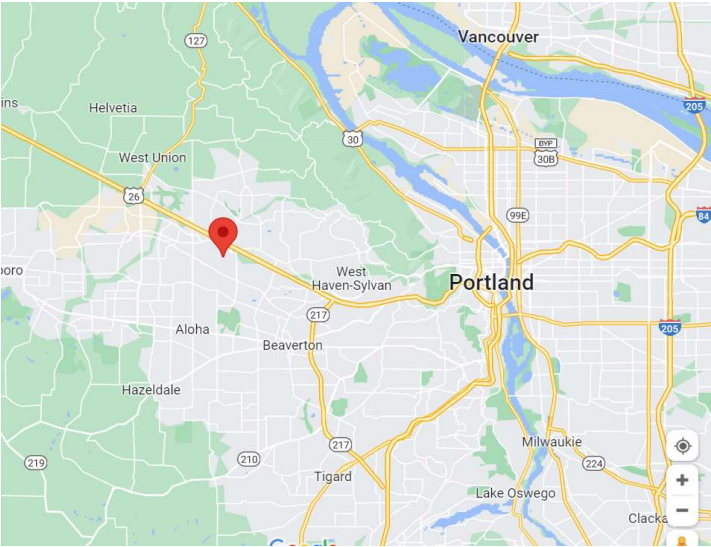
Footnote: \$169,107 in federal CMAQ funds

Most Recent Approved Amendment

Amendment No: 21-24-3389

Approval Date: 8/7/2023

Requested Action: Add new project.



Project Location Map





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new 2023 CDS Project to the
 2024-27 MTIP

Project #2

Project Details Summary

ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	11682	RTP Approval Date:	12/6/2018
MTIP ID:	TBD	CDS ID:	OR212	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the approved Congressionally Directed Spending (CDS) awarded project to the 2024-27 MTIP.

Project Name: 181st Ave Safety Upgrades: SE Stark St to E Burnside St

Lead Agency:	Gresham	Applicant:	Gresham	Administrator:	ODOT
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Short Description:

Complete safety upgrades: New traffic signals, adding/upgrade sidewalks, buffered bike lane, lighting and utility upgrades for greater pedestrian safety

MTIP Detailed Description (Internal Metro use only):

In the city of Gresham on 181st Ave, complete safety upgrades and enhancements between Stark St and Burnside Street including adding new traffic signals, adding and rehabbing sidewalks and a buffered bike lane, providing street lighting enhancements and street utility upgrades for greater pedestrian safety

STIP Description: TBD

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Pedestrian	Buffered lanes	Capital Improvement
	Active Trans - Bike	Sidewalk - New	
	Active Trans - Motor Vehicle	Sidewalk - Reconstruction	
		System Management and Operations	
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CDS2023	Y926	2024		\$ 462,110					\$ 462,110
CDS2023	Y926	2025			\$ 538,380				\$ 538,380
CDS2023	Y926	2025				\$ 565,299			\$ 565,299
CDS2023	Y926	2026					\$ 1,612,897		\$ 1,612,897
Federal Totals:			\$ -	\$ 462,110	\$ 538,380	\$ 565,299	\$ 1,612,897	\$ -	\$ 3,178,686
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 52,891					\$ 52,891
Local	Match	2025			\$ 61,620				\$ 61,620
Local	Match	2025				\$ 64,701			\$ 64,701
Local	Match	2026					\$ 184,603		\$ 184,603
Local Totals:			\$ -	\$ 52,891	\$ 61,620	\$ 64,701	\$ 184,603	\$ -	\$ 363,815
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 515,001	\$ 600,000	\$ 630,000	\$ 1,797,500	\$ -	\$ 3,542,501
Total Estimated Project Cost									\$ 3,542,501
Total Cost in Year of Expenditure:									\$ 3,542,501

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 515,001	\$ 600,000	\$ 630,000	\$ 1,797,500	\$ -	\$ 3,542,501
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 52,891	\$ 61,620	\$ 64,701	\$ 184,603	\$ -	\$ 363,815
Amended Phase Matching Percent:	0.00%	10.27%	10.27%	10.27%	10.27%	0.00%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 462,110	\$ 538,380	\$ 565,299	\$ 1,612,897	\$ -	\$ 3,178,686
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 52,891	\$ 61,620	\$ 64,701	\$ 184,603	\$ -	\$ 363,815
Total	\$ -	\$ 515,001	\$ 600,000	\$ 630,000	\$ 1,797,500	\$ -	\$ 3,542,501
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.00%	89.73%	89.73%	89.73%	89.73%	0.00%	89.73%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.00%	10.27%	10.27%	10.27%	10.27%	0.00%	10.27%
Total	0.00%	100.00%	100.00%	100.00%	100.00%	0.00%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	13.04%	15.20%	15.96%	45.53%	0.00%	89.73%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.00%	1.49%	1.74%	1.83%	5.21%	0.00%	10.27%
Total	0.00%	14.54%	16.94%	17.78%	50.74%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS

Are federal funds being flex transferred to FTA?

No

If yes, expected FTA conversion code:

N/A

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding?	Approved Congressional earmark
2. Does the amendment include changes or updates to the project funding?	Yes. The amendment adds the new earmark to the MTIP.
3. Was proof-of-funding documentation provided to verify the funding change?	Yes. USDOT March 21, 2023 Memo titled: Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	No. However, Congressional approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street		Cross Street
	181st Ave		Stark Street		Burnside Street

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	N/A						

Applicable Performance Measurements							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Emphasis on pedestrian and bicycle safety improvements
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt: Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	N/A
RTP Constrained Project ID and Name:	11682 - 181st - Stark to I-84: Rockwood Safety Corridor (Enhance Safety)
RTP Project Description:	Safety corridor: 181st/Rockwood {I-84 - Stark}.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent Bus
Yes	Freight	Major Roadway Route
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	181st Ave	MAP 21 NHS Principal Arterials
Functional Classification	Yes	181st Ave	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	181st Ave	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes.
3.	Is the project included as part of the approved: UPWP? N/A. The project is not part of the approved UPWP
3a.	If yes, is an amendment required to the UPWP? N/A
3b.	Can the project MTIP amendment proceed before the UPWP amendment? N/A
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? N/A
4.	Applicable RTP Goal: 2018 RTP - Goal 5 Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds the \$100 million threshold.

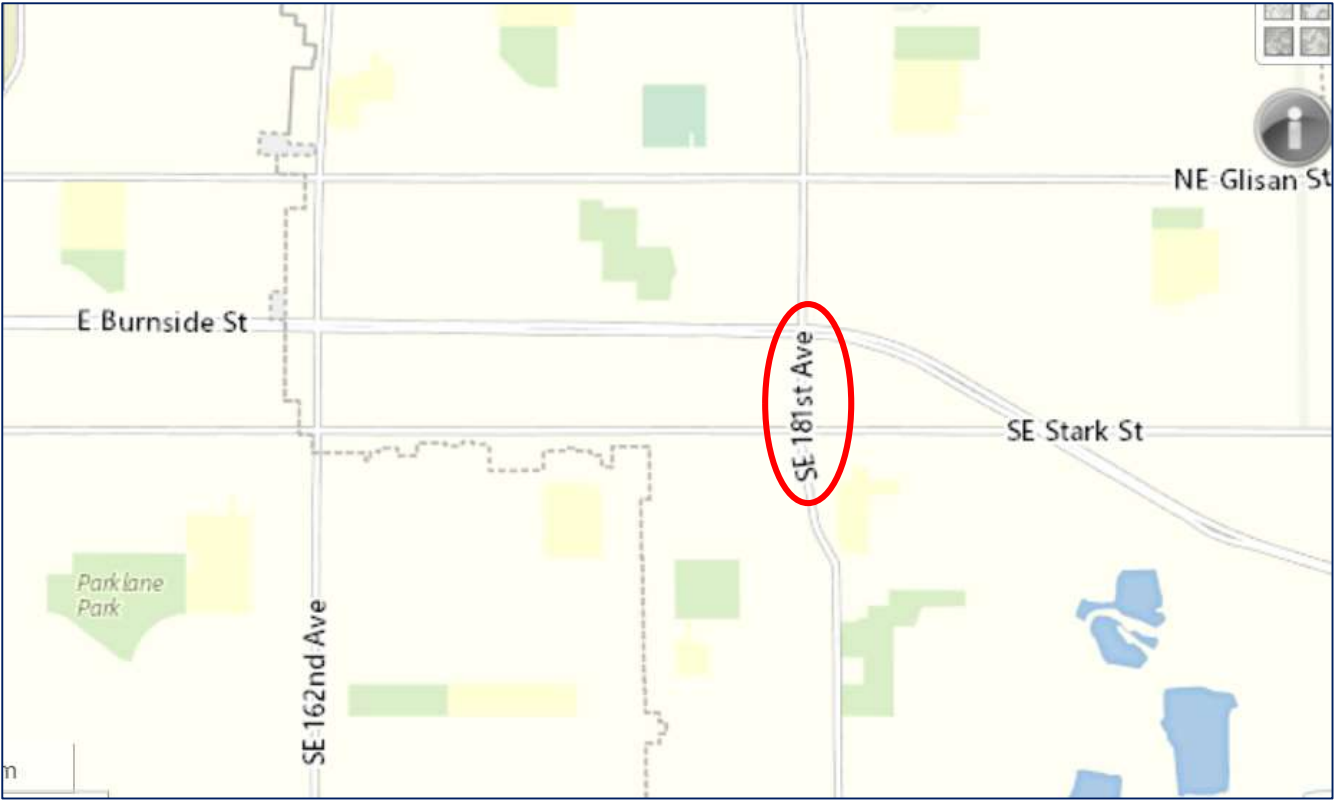
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes
2.	What are the start and end dates for the comment period? October 4, 2023 to November 2, 2023
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected
7.	Add notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS2023	Federal funds. FFY 2023 Approved Congressional Directed Spending awarded project. The federal funds require a standard 10.27% minimum match.

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs							
State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OH	OH430	Memorial Bridges Loop Trail	432,000	432,000		432,000	
OH	OH431	Ashville Pike Replacement Bridge	5,000,000	5,000,000		5,000,000	
OH	OH432	USR 33 Lane Expansion	3,000,000	3,000,000		3,000,000	
OH	OH433	Little Miami River Improvement Project	3,000,000	3,000,000		3,000,000	
OH	OH434	Building Better Neighborhoods Phase 1	1,500,000	1,500,000		1,500,000	
OH	OH435	Cuyahoga County Ridgewood Drive Bridge Project	2,000,000	2,000,000		2,000,000	
OH	OH436	City of Green Arlington Road Project	2,000,000	2,000,000		2,000,000	
OH	OH437	Washington County Ohio SR 7 Logistics Lane	800,000	800,000		800,000	
OH	OH438	East Liverpool Riverfront Trail Construction	1,000,000	1,000,000		1,000,000	
OH	OH439	State Route 84 Resurfacing	849,000	849,000		849,000	
OH	OH440	Cuyahoga I-77 /Miller Road Interchange	5,000,000	5,000,000		5,000,000	
OH	OH441	Auburn Road Resurfacing	1,200,000	1,200,000		1,200,000	
OH	OH442	Washington Street Resurfacing	1,000,000	1,000,000		1,000,000	
OH	OH443	The Mound Connector Highway Project	1,000,000	1,000,000		1,000,000	
OH	OH444	I-675/Wilmington Pike Interchange Project	3,000,000	3,000,000		3,000,000	
OH	OH445	East Dayton Rails-to-Trails Project	1,500,000	1,500,000		1,500,000	
OH	OH446	Aicholtz Road Roundabouts	2,000,000	2,000,000		2,000,000	
OH	OH447	Improvements to SR 159 (Bridge Street) in the City of Chillicothe	2,000,000	2,000,000		2,000,000	
OH	OH448	SR32 Eastern Corridor Segment IVa	2,000,000	2,000,000		2,000,000	
OH	OH449	Reed Hartman Highway and Grooms Road Connector	2,000,000	2,000,000		2,000,000	
Ohio					60,616,000		60,616,000
OK	OK171	US-412 Future Interstate Improvements	4,000,000	4,000,000		4,000,000	
OK	OK172	Altus Economic Loop	2,000,000	2,000,000		2,000,000	
OK	OK173	I-35 Interchange at Waterloo Road	5,000,000	5,000,000		5,000,000	
OK	OK174	SH-66 from Edmond to Luther	3,000,000	3,000,000		3,000,000	
OK	OK175	Oswalt Road Grade, Drain, Bridge, and Surface Project	4,400,000	4,400,000		4,400,000	
OK	OK176	S.E. 29th Street and Douglas Blvd. Intersection Improvements	2,400,000	2,400,000		2,400,000	
OK	OK177	US-81 Realignment in Grady County, Oklahoma	2,500,000	2,500,000		2,500,000	
OK	OK178	SH-37 Railroad Underpass in Moore, Oklahoma	5,000,000	5,000,000		5,000,000	
OK	OK179	I-35 Widening in Love and McClain Counties	4,000,000	4,000,000		4,000,000	
OK	OK180	Pawnee County US 64 Improvements	3,000,000	3,000,000		3,000,000	
OK	OK181	Roger Mills County US 283 Grade, Drain, and Resurface	3,000,000	3,000,000		3,000,000	
OK	OK182	Texas County US 54 Grade, Drain, and Resurface	3,000,000	3,000,000		3,000,000	
Oklahoma					41,300,000		41,300,000
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonguin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
		Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project					
OR	OR206	*See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
		Jordan Road to Sandy River Delta Multi-use Path, Columbia River					
OR	OR211	Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
		Earthquake Ready Burnside Bridge (EQRB) Design Phase —					
OR	OR213	Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	

Project Location





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
COMBINE PROJECT
 Combine the PGB STBG into the
 new TSMO PORTAL project

Project #3

Project Details Summary

ODOT Key #	20885	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	70875	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment combines the entire project grouping bucket \$464,518 amount of federal STBG into the new TSMO PORTAL project (also included into this formal amendment bundle). As a result, Key 20885 is left with a zero programming balance. All funds are committed to the PORTAL project.

Project Name: **Transportation System Mgmt Operations/ITS 2020**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
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Short Description:

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)

MTIP Detailed Description (Internal Metro use only):

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2020 allocation year)

STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

Project Classification Details

Project Type	Category	Features	System Investment Type
Other	System Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	ITS (Intelligent Trans System)		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Z230	2025	\$ 464,518						\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 53,166						\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 517,684	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 517,684
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (517,684)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (517,684)
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	0%	0%	0%	0%	0%	0%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	0%	0%	0%	0%	0%	0%
Total	0%	0%	0%	0%	0%	0%	0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0%	0%	0%	0%	0%	0%
State	0%	0%	0%	0%	0%	0%	0%
Local	0.00%	0%	0%	0%	0%	0%	0%
Total	0.00%	0%	0%	0%	0%	0%	0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	N/A						Aid ID
Federal Funds Obligated:	N/A						N/A
EA Number:	N/A						FHWA or FTA
Initial Obligation Date:	N/A						N/A
EA End Date:	N/A						FMIS or TRAMS
Known Expenditures:	N/A						N/A
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Note: STBG obligation expected to occur during FFY 2024 Eligible expenditures may occur up to five after obligation.							

Fiscal Constraint Consistency Review	
1.	What is the source of funding? Key 20885 is a carry-over project grouping bucket from the 2021-24 MTIP containing remaining STBG funds for selected TSMO projects. The funds represent the remaining un-committed TSMO allocation originally from the 2020 allocation year.
2.	Does the amendment include changes or updates to the project funding? Yes. All existing funds in Key 20885 are combined into the new PORTAL project funding allocation
3.	Was proof-of-funding documentation provided to verify the funding change? Yes, via the Metro April 28, 2023 TSMO Recommendations Memo.
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was needed, but Metro TransPort and TPAC approval was required.
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.


Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Regional - Not applicable		Not applicable	Not applicable	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	5	Years Active	4	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated	
Total Prior Amendments	0	Last Amendment	Administrative	Date of Last Amendment	11/2021	Last MTIP Amend Num	AM22-04-NOV2
Last Amendment Action	Split \$200k of STBG-U from the PGB to support Key 18316						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes This is a regional planning effort focusing upon TSMO data management.
	N/A						
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No. The project is not capacity enhancing
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, the project is exempt per Table 2, Safety.
Exemption Reference:	Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No.

If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.
RTP Constrained Project ID and Name:	ID#: 11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable: The TSMO PORTAL project is considered a planning project 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	No	N/A	N/A
Federal Aid Eligible Facility	No	N/A	N/A

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **The TSMO PORTAL project is a component of the UPWP, but separate from the Master Agreement list of approved projects. The TSMO PORTAL project and funding has already received Metro approval**
- 3a. If yes, is an amendment required to the UPWP? **No. However, the TSMO Portal project will be identified as part of the overall SFY25 UPWP.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Metro funded Stand-alone**
4. Applicable RTP Goal: Goal #4 - Reliability and Efficiency
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

LEAD AGENCY		Metro				
PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)				
Project IDs		Project Description				Project Type
ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)				Transportation System Management Operations
MTIP ID	70875					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$464,518	\$53,166	\$0	\$517,684
FY 24-29 Totals			\$464,518	\$53,166	\$0	\$517,684
Estimated Project Cost (YOES)			\$464,518	\$53,166	\$0	\$517,684

All \$464,518 of STBG funding in the TSMO Project Grouping bucket of Key 20885 is being re-programmed to support the new allocation to the TSMO PORTAL system, As a result, Key 20885 is "zero" programmed.

Name: Transportation system Mgmt & operations/ITS (2020)					Key: 20885	
Description Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.					Region: 1	
MPO: Portland Metro MPO			Work Type: Intelligent Transportation System (ITS)			
Applicant: METRO			Status: NON-CONSTRUCTION PROJECT			
Location(s)-						
Mileposts	Length	Route	Highway	ACT	County(s)	
				REGION 1 ACT	CLACKAMAS	
				REGION 1 ACT	MULTNOMAH	
				REGION 1 ACT	WASHINGTON	
Current Project Estimate						
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other
Year						2025
Total						\$517,684.00
Fund 1						Y230 \$464,517.85
Match						\$53,166.15

Footnote: 07/2021 \$1,510,851.31 fed STBG //Past funding: \$1,744,598 fed STBG

Transport Recommendation

Part 1 – TransPort’s action was consistent with the Reviewer Team’s consensus to recommend fully funding seven project applications receiving the highest scores. The range of scores for these applications is from 569 to 498 out of 600 possible points.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

Memo



Date: Friday, April 28, 2023
 To: Transportation Policy Alternatives Committee
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
SPLIT PROJECT
 Split \$1,157,374 of STBG and
 combine into new PORTAL

Project #4

Project Details Summary

ODOT Key #	20886	RFFA ID:	50361	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	70875	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment

Project Name: **Transportation System Mgmt Operations/ITS (2021)**

Lead Agency:	Metro	Applicant:	Metro	Administrator:	Metro
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Short Description:

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)

MTIP Detailed Description (Internal Metro use only):

Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2021 allocation year)

STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.

Project Classification Details

Project Type	Category	Features	System Investment Type
Other	System Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	ITS (Intelligent Trans System)		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Z230	2025						\$ 1,801,828	\$ -
STBG-U	Z230	2025						\$ 644,454	\$ 644,454
Federal Totals:				\$ -	\$ -	\$ -	\$ -	\$ 644,454	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 206,227	\$ 206,227
Local	Match	2025						\$ 73,761	\$ 73,761
Local Totals:				\$ -	\$ -	\$ -	\$ -	\$ 73,761	\$ 279,988
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,008,055	\$ 2,008,055
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 718,215	\$ 718,215
Total Estimated Project Cost									\$ 718,215
Total Cost in Year of Expenditure:									\$ 718,215

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,289,840)	\$ (1,289,840)
Phase Change Percent:	0.0%	0%	0%	0%	0%	-64.23%	0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,761	\$ 73,761
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644,454	\$ 644,454
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,761	\$ 73,761
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 718,215	\$ 718,215
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	0%	0%	0%	0%	89.73%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	0%	0%	0%	0%	10.27%	10.27%
Total	0%	0%	0%	0%	0%	100%	100%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	0%	0%	0%	0%	89.73%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	0%	0%	0%	0%	10.27%	10.27%
Total	0%	0%	0%	0%	0%	0%	100%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Note: STBG obligation expected to occur during early FFY 2024.							

Fiscal Constraint Consistency Review	
1.	What is the source of funding? Key 20886 is a carry-over project grouping bucket from the 2021-24 MTIP containing remaining STBG funds for selected TSMO projects. The funds represent the remaining un-committed TSMO allocation originally from the 2021 allocation year.
2.	Does the amendment include changes or updates to the project funding? Yes. \$1,157,374 funds in Key 20885 are combined into the new PORTAL project funding allocation
3.	Was proof-of-funding documentation provided to verify the funding change? Yes, via the Metro April 28, 2023 TSMO Recommendations Memo.
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was needed, but Metro TransPort and TPAC approval was required.
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.


Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Regional - Not applicable		Not applicable	Not applicable	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2021	Years Active	3	Project Status	7	Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated
Total Prior Amendments	2	Last Amendment	Formal	Date of Last Amendment	7/2021	Last MTIP Amend Num JN21-11-JUN
Last Amendment Action	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes This is a regional planning effort focusing upon TSMO data management.
	N/A						
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No. The project is not capacity enhancing
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, the project is exempt per Table 2, Safety.
Exemption Reference:	Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No.

If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.
RTP Constrained Project ID and Name:	ID#: 11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable: The TSMO Operations/ITS project is a regional project grouping bucket 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	No	N/A	N/A
Federal Aid Eligible Facility	No	N/A	N/A

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. The TSMO/ITS PGB reflects committed funds for later specific approved TSMO projects.**
- 3a. If yes, is an amendment required to the UPWP? **No.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not applicable.**
4. Applicable RTP Goal: Goal #4 - Reliability and Efficiency
Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million dollars.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

2024-2027 Draft STIP **CLACKAMAS** **2024-2027 Draft STIP**

Name: **Transportation system Mgmt & operations/ITS (2021)** Key: **20886**

Description: **Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.** Region: **1**

MPO: **Portland Metro MPO** Work Type: **Intelligent Transportation System (ITS)**
Applicant: **METRO** Status: **NON-CONSTRUCTION PROJECT**

Location(s)-					
Mileposts	Length	Route	Highway	ACT	County(s)
				REGION 1 ACT	CLACKAMAS
				REGION 1 ACT	MULTNOMAH
				REGION 1 ACT	WASHINGTON

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$2,008,055.00	\$2,008,055.00
Fund 1						Y230 \$1,801,827.75	
Match						\$206,227.25	

Footnote: **Current funding: \$1,801,828 fed STBG**

\$1,157,374 of STBG plus match is split off of Key 20886 and combined into the new TSMO PORTAL project

Memo



Date: Friday, April 28, 2023
To: Transportation Policy Alternatives Committee
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director
Caleb Winter, TSMO Program Manager, Metro Senior Transportation
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

TransPort Recommendation

Part 1 - TransPort's action was consistent with the Reviewer Team's consensus to recommend fully funding seven project applications receiving the highest scores. The range of scores for these applications is from 569 to 498 out of 600 possible points.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Add new 2023 TSMO awarded
project to the 2024-27 MTIP

Project #5**Project Details Summary**

ODOT Key #	TBD	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the new approved Metro Transportation Systems Management and Operations (TSMO) PORTAL system project to the 2024-27 MTIP. The approved STBG-U funding of \$1,621,892 will be pulled from two existing TSMO Project Grouping Buckets (PGB) in Keys 20885 and 20886. The approved TSMO allocation to the PORTAL system will support Portland State University's TSMO system assessments for up to five years. PORTAL is the official transportation data archive for the Portland-Vancouver Metropolitan region. PORTAL provides a centralized, electronic database that facilitates the collection, archiving, and sharing of data and information for public agencies within the region.

Project Name: **TSMO PORTAL Regional Archived Data Service 2023**

Lead Agency:	Portland State University (PSU)	Applicant:	PSU	Administrator:	Metro
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Short Description:

Maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide assessment of existing and future TSMO investment areas.

MTIP Detailed Description (Internal Metro use only):

A five-year funding allocation to PSU to maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide analysis an assessment of existing regional TSMO operations and future TSMO investment areas. (2021 TSMO Strategy Recommendations)

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	System Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Z230	2024	\$ 1,621,892						\$ 1,621,892
									\$ -
Federal Totals:			\$ 1,621,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,621,892
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 185,633						\$ 185,633
									\$ -
Local Totals:			\$ 185,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,633
Phase Totals									
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 1,807,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,525
Total Estimated Project Cost									\$ 1,807,525
Total Cost in Year of Expenditure:									\$ 1,807,525

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,807,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,525
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Amended Phase Matching Funds:	\$ 185,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,633
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,621,892	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,621,892
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 185,633	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 185,633
Total	\$ 1,807,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,807,525
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0%	0%	0%	0%	0%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	10.27%	0%	0%	0%	0%	0%	10.27%
Total	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0%	0%	0%	0%	0%	89.73%
State	0%	0%	0%	0%	0%	0%	0%
Local	10.27%	0%	0%	0%	0%	0%	10.27%
Total	100.00%	0%	0%	0%	0%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Note: STBG obligation expected to occur during FFY 2024 Eligible expenditures may occur up to five after obligation.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? Metro approve 2021 TSMO Strategy Recommendation Allocations. The specific funding is re-programmed from the TSMO project grouping buckets in Key 20885 and 20886	
2. Does the amendment include changes or updates to the project funding? Yes. The new project re-programs existing approved TSMO funds form two PGBs to support the PORTAL system.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Metro April 28, 2023 TSMO Recommendations Memo.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? No ODOT approval was needed, but Metro TransPort and TPAC approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	


Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A - Regional	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Not Applicable	Regional - Not applicable		Not applicable	Not applicable	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	D	Project implementation in progress	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not applicable. This is the initial programming action for the project. However, the PORTAL funding and support to Metro is ongoing. The new funding represent follow-on funding for PSU to continue PORTAL data management activities during FFY 2024 and beyond.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes This is a regional planning effort focusing upon TSMO data management.
	N/A						
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No. The project is not capacity enhancing
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, the project is exempt per Table 2, Other.
Exemption Reference:	Planning and technical studies
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.

RTP Constrained Project ID and Name:	ID#: 11104 - Regional TSMO Program Investments for 2018-2027
RTP Project Description:	Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving “big data” processing (PSU PORTAL) to support analyzing performance measures.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable: The TSMO PORTAL project is considered a planning project 
No	Transit	
No	Freight	
No	Bicycle	
No	Pedestrian	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	N/A	N/A
Functional Classification	No	N/A	N/A
Federal Aid Eligible Facility	No	N/A	N/A

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? The TSMO PORTAL project is a component of the UPWP, but separate from the Master Agreement list of approved projects. The TSMO PORTAL project and funding has already received Metro approval
3a.	If yes, is an amendment required to the UPWP? No. However, the TSMO Portal project will be identified as part of the overall SFY25 UPWP.

3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Metro funded Stand-alone
4. Applicable RTP Goal: Goal #4 - Reliability and Efficiency Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million dollars.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2. What are the start and end dates for the comment period? October 4, 2023 to November 2, 2023.
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5. Did the project amendment result in a significant number of comments? Not expected.
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

LEAD AGENCY		Metro				
PROJECT NAME		Transportation System Mgmt Operations/ITS (2020)				
Project IDs		Project Description				Project Type
ODOT KEY	20885	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2020 allocation year)				Transportation System Management Operations
MTIP ID	70875					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$464,518	\$53,166	\$0	\$517,684
FY 24-29 Totals			\$464,518	\$53,166	\$0	\$517,684
Estimated Project Cost (YOE\$)			\$464,518	\$53,166	\$0	\$517,684

All \$464,518 of STBG funding in the TSMO Project Grouping bucket of Key 20885 is being re-programmed to support the new allocation to the TSMO PORTAL system, As a result, Key 20885 is "zero" programmed.

LEAD AGENCY		Metro				
PROJECT NAME		Transportation System Mgmt Operations/ITS (2021)				
Project IDs		Project Description			Project Type	
ODOT KEY	20886	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. (FY 2021 allocation year)			Transportation System Management Operations	
MTIP ID	70875					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$1,801,828	\$206,227	\$0	\$2,008,055
FY 24-29 Totals			\$1,801,828	\$206,227	\$0	\$2,008,055
Estimated Project Cost (YOE\$)			\$1,801,828	\$206,227	\$0	\$2,008,055

\$1,157,374 of STBG funding in the TSMO Project Grouping bucket of Key 20886 is being re-programmed to support the new allocation to the TSMO PORTAL system project, As a result, Key 20886 STBG decreases from \$1,801,828 \$644,454.

Memo



Date: Friday, April 28, 2023
 To: Transportation Policy Alternatives Committee
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

TransPort Recommendation

Part 1 – TransPort’s action was consistent with the Reviewer Team’s consensus to recommend fully funding seven project applications receiving the highest scores. The range of scores for these applications is from 569 to 498 out of 600 possible points.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	



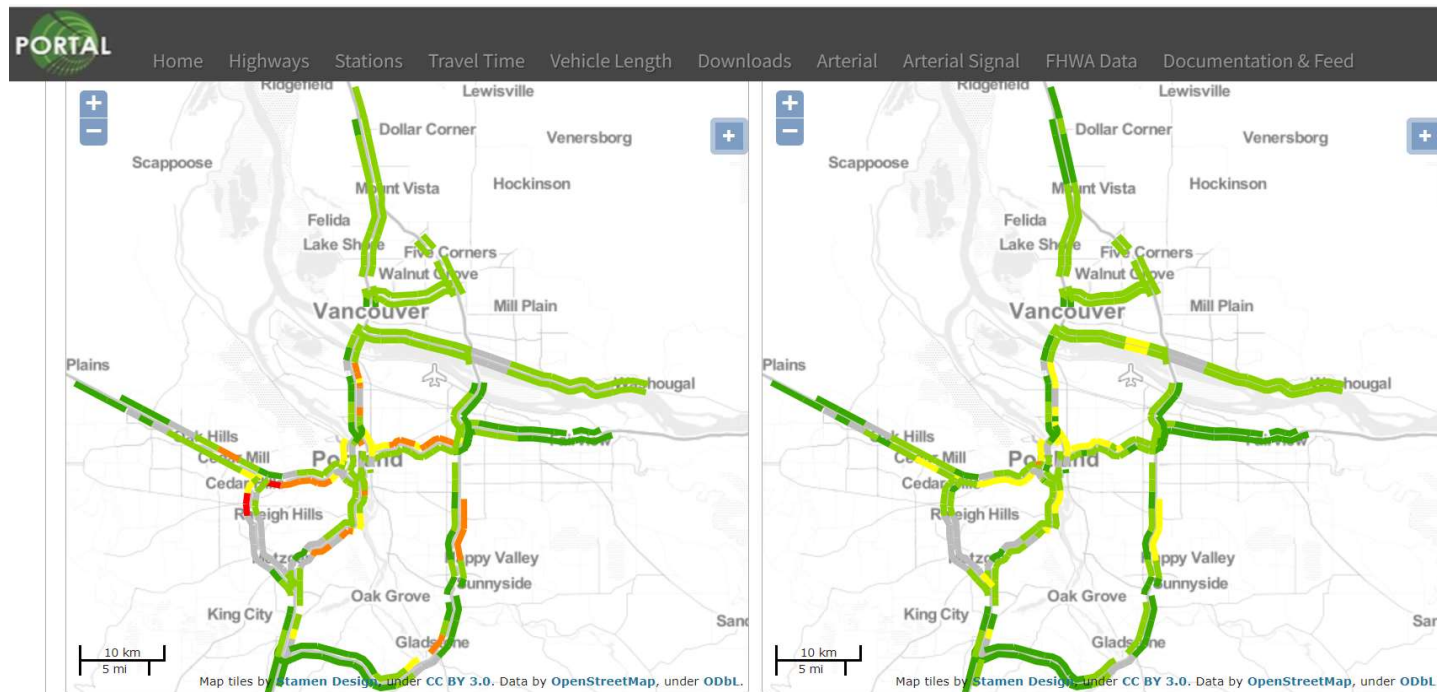
PORTAL

PORTAL is the official transportation data archive for the Portland-Vancouver Metropolitan region.

PORTAL provides a centralized, electronic database that facilitates the collection, archiving, and sharing of data and information for public agencies within the region. The data stored in Portal includes 20-second granularity loop detector data from freeways in the Portland-Vancouver metropolitan region, arterial signal data, travel time data, weather data, incident data, VAS/VMS message data, truck volumes, and transit data. Many of these data feeds are received by PORTAL in real time or on a daily basis and for most, the retrieval and archiving process is fully automated.

PORTAL's multi-modal transportation data archive aims to support Metro's Regional Transportation Plan, the production of regional performance measures, support for regional transportation agencies and their consultants, and researchers at Portland State and elsewhere. Project objectives include producing tools and performance measures useful to local transportation professionals, exploring new and innovative uses of the data, and making the PORTAL data and system more accessible to agency personnel.

PORTAL is currently supported by funding from [Metro](#), the [Southwest Washington Regional Transportation Council \(RTC\)](#), and the [Transportation Research and Education Center \(TREC\)](#) at [Portland State](#). In addition, PORTAL has received funding from the [Federal Highway Administration \(FHWA\)](#) and the [National Science Foundation \(NSF\)](#).





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD NEW PROJECT**
Re-Add OR 141 that includes CDS
Earmark

Project #6**Project Details Summary**

ODOT Key #	22647	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	71389	CDS ID:	OR216	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment re-adds the project to the MTIP. The project was added previously to the 2021-24 MTIP during May 2023. However, the 2024-27 MTIP was already locked down completing final reviews and preliminary steps. As a result Key 22647 could be carried over into the 2024-27 MTIP. It is being re-added to the MTIP as the project include active years in FFY 2024.

Project Name: **OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
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Short Description:

The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)

MTIP Detailed Description (Internal Metro use only):

On OR141 in Washington County at SW Spruce St and SW Hemlock St, the signalized pedestrian crossings on Hall Blvd currently have significant distance between them. The project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area. (Consolidated Appropriations Act 2023 earmark, DEMO ID OR216)

STIP Description:

Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Transportation - Pedestrian	Crossing Treatments	Capital Improvement
ODOT Work Type:	OP-SSI		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCD\$23	Y926	2023		\$ 942,165					\$ 942,165
HIPCD\$23	Y926	2024			\$ 564,402				\$ 564,402
HIPCD\$23	Y926	2025					\$ 1,693,433		\$ 1,693,433
									\$ -
Federal Totals:			\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 1,693,433	\$ -	\$ 3,200,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S070	2023		\$ 107,835					\$ 107,835
State	S070	2024			\$ 64,598				\$ 64,598
State	S070	2025					\$ 193,821		\$ 193,821
State Totals:			\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ -	\$ 366,254

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Total Estimated Project Cost							\$ 3,566,254
Total Cost in Year of Expenditure:							\$ 3,566,254
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ -	\$ 366,254
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 942,165	\$ 564,402	\$ -	\$ 1,693,433	\$ -	\$ 3,200,000
State	\$ -	\$ 107,835	\$ 64,598	\$ -	\$ 193,821	\$ -	\$ 366,254
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 1,050,000	\$ 629,000	\$ -	\$ 1,887,254	\$ -	\$ 3,566,254
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	89.73%	89.73%	0%	89.73%	0%	89.73%
State	0%	10.27%	10.27%	0%	10.27%	0%	10.27%
Local	0%	0%	0%	0%	0%	0%	0.00%
Total	0%	100.00%	100.00%	0%	100.00%	0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	26.42%	15.83%	0%	47.48%	0%	89.73%
State	0%	3.02%	1.81%	0%	5.43%	0%	10.27%
Local	0%	0%	0%	0%	0%	0%	0.00%
Total	0%	29.44%	17.64%	0%	52.92%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? Congressionally approved FFY 2023 Congressional Directed Spending (CDS) award	
2. Does the amendment include changes or updates to the project funding? No. The project is being re-added to the MTIP as originally programmed in the 2021-24 MTIP	
3. Was proof-of-funding documentation provided to verify the funding change? Yes.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR141	3.84	4.41	0.57
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Hall Blvd (OR141)		SW Hemlock St	SW Spruce St	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	May 2023	Last MTIP Amend Num	MY23-09-MAY
Last Amendment Action	The formal amendment added the project to the 2021-24 MTIP						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus area split. POC, LE, and LI "no" east of 141. POC, LE, and LI "yes" west of OR141.
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, exempt per Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air conformity analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not applicable.

RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
RTP Project 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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent bus
No	Freight	N/A
Yes	Bicycle	Regional Bikeway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	OR141/Hall Blvd	N/A
Functional Classification	Yes	OR141/Hall Blvd	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	OR141/Hall Blvd	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes/Not applicable.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: Goal #5 - Safety and Security, Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million dollars in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

HIPCDS23	Federal Congressional Directed Spending (CDS) award. The funds are specifically approved by Congress for the identified project. For this specific CDS award, a 10.27% minimum match requirement also exists.
State	General state funds committed to the project usually as part of the minimum match requirement or as overmatch support.



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply
Refer to: HISM-40

From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer
Division Administrator

Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR216	OR141: Hall Boulevard Pedestrian Safety Improvements at Hemlock & Spruce	3,200,000	3,200,000		3,200,000	
OR	OR217	OR-18/OR-99W Corridor Safety and Intersection Improvements	4,000,000	4,000,000		4,000,000	
OR	OR218	River Road—Santa Clara Pedestrian and Bicycle Bridge	6,000,000	6,000,000		6,000,000	
OR	OR219	Coos County Libby Lane Paving Project (MP 3.33 to MP 5.62)	608,000	608,000		608,000	
OR	OR220	US-101 Sidewalk Infill	2,800,000	2,800,000		2,800,000	
Oregon					41,380,686		40,440,686

ODOT Key: 22647 | MTIP ID: 71389

OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$942,165	\$107,835		\$1,050,000	<input type="checkbox"/>
	2024	HIPCD523	\$942,165	\$107,835		\$1,050,000	
Purchase right of way	2024		\$564,402	\$64,598		\$629,000	<input type="checkbox"/>
	2024	HIPCD523	\$564,402	\$64,598		\$629,000	
Construction	2024		\$1,693,433	\$193,821		\$1,887,254	<input type="checkbox"/>
	2024	HIPCD523	\$1,693,433	\$193,821		\$1,887,254	
Totals >>			\$3,200,000	\$366,254	\$0	\$3,566,254	

2021-2024 Active STIP

WASHINGTON

2021-2024 Active STIP

Name: OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St

Key: 22647

Description	Signalized pedestrian crossings on Hall Blvd currently have significant distance between them. Project will provide 2 enhanced pedestrian crossings to increase the number of signals along Hall improving the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.
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Region: 1

MPO: Portland Metro MPO

Work Type: OP-SSI

Applicant: ODOT

Status: PROJEC

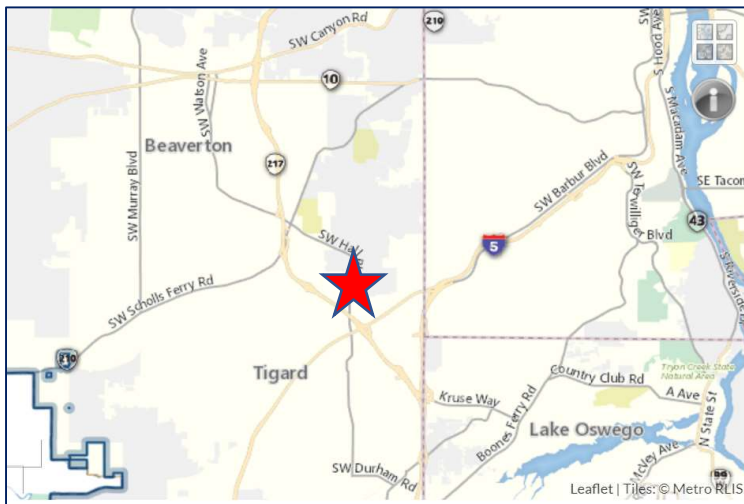
Location(s)-

	ACT	Co
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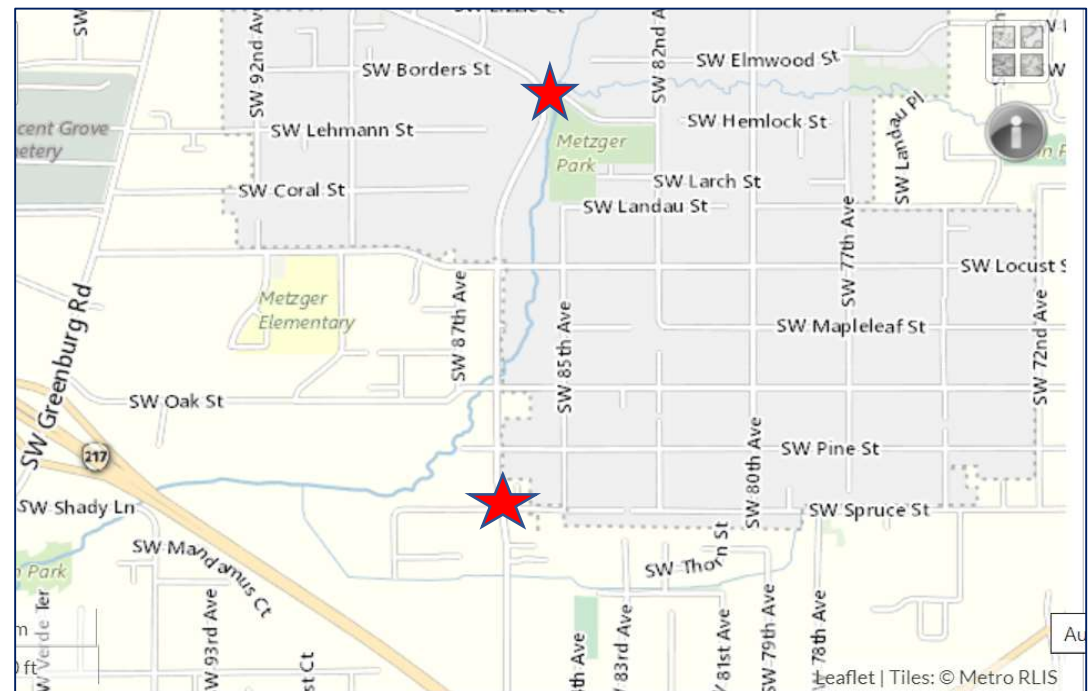
3.84 to 3.84	0.00	OR-141	BEAVERTON/TUALATIN		REGION 1 ACT		WASHINGTON	
4.41 to 4.41	0.00	OR-141	BEAVERTON/TUALATIN		REGION 1 ACT		WASHINGTON	
Current Project Estimate								
Planning		Prelim. Engineering		Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023		2024		2024		
Total		\$1,050,000.00		\$629,000.00		\$1,887,254.32		\$3,566,254.32
Fund 1	Y926	\$942,165.00		Y926	\$564,401.70	Y926	\$1,693,433.30	
Match								
Fund 2	S070	\$107,835.00		S070	\$64,598.30	S070	\$193,821.02	
Match								

Footnote: \$3,200,000 in federal congressionally directed spending

Most Recent Approved Amendment



Project Location Map





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment
ADD NEW PROJECT

Re-add the Jordan Rd project to
the 2024-27 MTIP

Project #7**Project Details Summary**

ODOT Key #	23428	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	12/6/2018
MTIP ID:	71388	CDS ID:	OR211	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The project was originally added to the 2021-24 MTIP during May 2023, and would have been carried over into the 2024-27 MTIP. However, the draft 2024-27 MTIP was now locked-down for final reviews and initial approvals. As a result, the project could not be carried over into the 2024-27 MTIP. The carry-over/update to the 20227 MTIP is now occurring to re-add the project.

Project Name: I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	ODOT
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Short Description:

Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (CAA23, DEMO ID OR211)

MTIP Detailed Description (Internal Metro use only):

In NE Multnomah County on Jordan Rd off I-84 at MP 18.33 to MP 18.51 at the Sandy River Delta, design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access (Consolidated Appropriations Act 2023 earmark, DEMO ID OR211)

STIP Description:

Design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Trail/ Multi-use Path	New Trail/Path	Capital Improvement
ODOT Work Type:	Safety		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2023		\$ 233,200					\$ 233,200
HIPCDS23	Y926	2024			\$ 26,919				\$ 26,919
HIPCDS23	Y926	2024					\$ 2,071,881		\$ 2,071,881
									\$ -
Federal Totals:			\$ -	\$ 233,200	\$ 26,919	\$ -	\$ 2,071,881	\$ -	\$ 2,332,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	S070	2023		\$ 26,691					\$ 26,691
State	S070	2024			\$ 3,081				\$ 3,081
State	S070	2024					\$ 237,136		\$ 237,136
									\$ -
State Totals:			\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ -	\$ 266,908

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$	\$	\$ -	\$	\$ -	\$
Amended Programming Totals	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ -	\$ 2,598,908
Total Estimated Project Cost							\$ 2,598,908
Total Cost in Year of Expenditure:							\$ 2,598,908
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ -	\$ 2,598,908
Phase Change Percent:	0%	100.0%	100.0%	0%	100.0%	0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ -	\$ 266,908
Amended Phase Matching Percent:	N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 233,200	\$ 26,919	\$ -	\$ 2,071,881	\$ -	\$ 2,332,000
State	\$ -	\$ 26,691	\$ 3,081	\$ -	\$ 237,136	\$ -	\$ 266,908
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 259,891	\$ 30,000	\$ -	\$ 2,309,017	\$ -	\$ 2,598,908
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	89.73%	89.73%	0%	89.73%	0%	89.73%
State	0%	10.27%	10.27%	0%	10.27%	0%	10.27%
Local	0%	0.0%	0.0%	0%	0%	0%	0.00%
Total	0%	100.00%	100.00%	0%	100.00%	0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	8.97%	1.04%	0%	79.72%	0%	89.73%
State	0%	1.03%	0.12%	0%	9.12%	0%	10.27%
Local	0%	0%	0%	0%	0%	0%	0.00%
Total	0%	10.00%	1.15%	0%	88.85%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		N/A					Aid ID
Federal Funds Obligated:							Not Available
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding? Congressionally approved Congressional Directed Spending (CDS) award	
2. Does the amendment include changes or updates to the project funding? No. The funding remains unchanged from the original 2021-24 programming action	
3. Was proof-of-funding documentation provided to verify the funding change? Yes.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval was required for the award.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	Columbia River	18.33	18.51	0.18
Cross Streets	Route or Arterial		Cross Street	Cross Street	
Columbia River	I-84/US30		Crown Point highway		

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	1	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated)	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	May 2023	Last MTIP Amend Num	MY23-09-MAY
Last Amendment Action							

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt per Table 2 - Air Quality
Exemption Reference:	Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	No
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not applicable

RTP Constrained Project ID and Name:	Not applicable - the project is not part of the Metro network and is considered a recreational trail improvement
RTP Project Description:	Not applicable

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable
No	Transit	Not applicable
No	Freight	Not applicable
No	Bicycle	Not applicable
No	Pedestrian	Not applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	I-84/US30 Jordan Connection	Eisenhower Interstate System (project is adjacent to I-84)
Functional Classification	Yes	N/A	Urban Local
Federal Aid Eligible Facility	Yes	Yes	Federal functional code = 7, Local

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes & No. I-84/US30 = Yes. The specific trail portion off the
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No. Not applicable
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	Applicable RTP Goal: Goal #7 - Healthy People: Objective 7.1 Active Living – Improve public health by providing safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million dollars in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected**
7. Added notes:

Fund Codes References

State	General state funds committed by the lead agency that normally cover the minimum match requirement to the federal funds or are added as overmatching funds are required.
HIPCDS23	Federal Congressionally approved Congressional Directed Spending (CDS) awarded funds to a specifically named project. The minimum match requirement for these funds is 10.27%



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

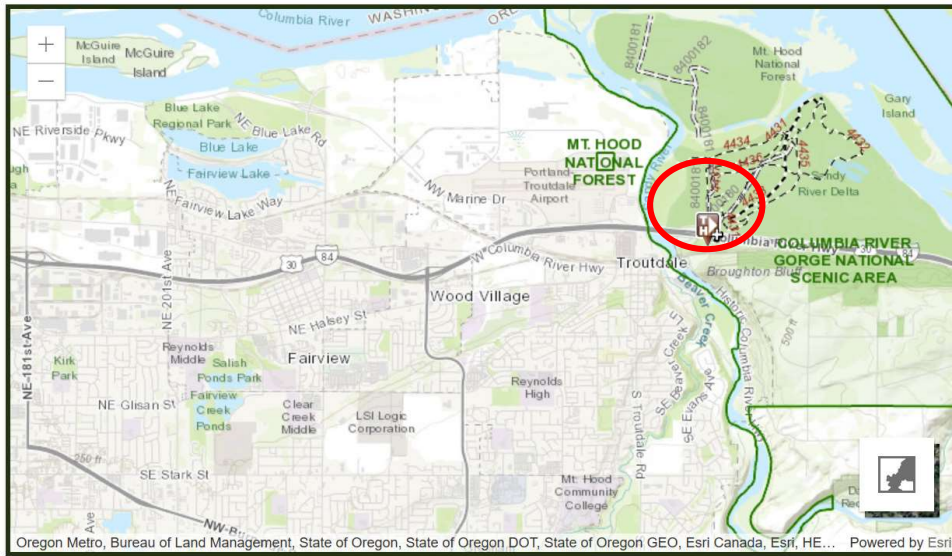
Date: March 21, 2023

In Reply
Refer to: HISM-40

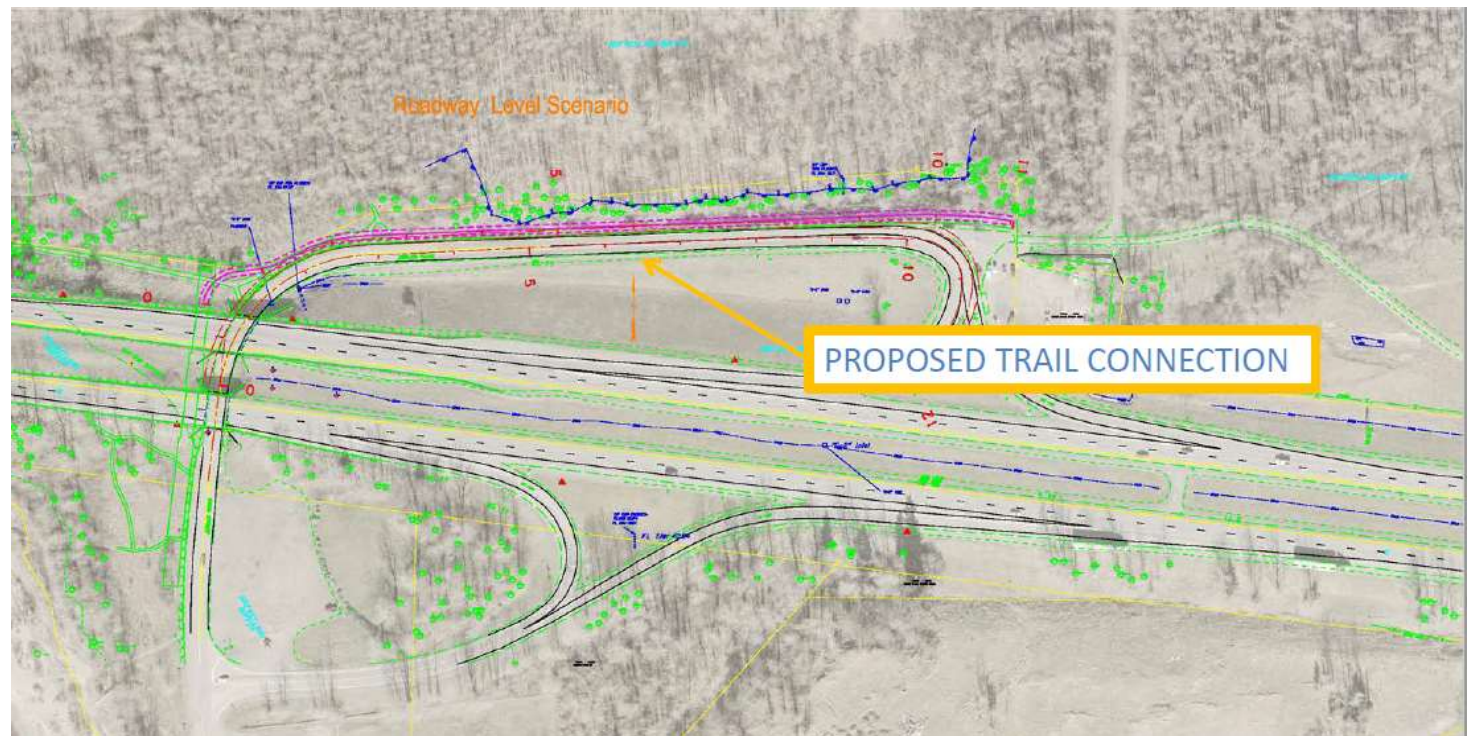
From: Peter J. Stephanos /s/
Director, Office of Stewardship, Oversight,
and Management

To: Brian R. Bezio
Chief Financial Officer

OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000
		<i>Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project</i>				
OR	OR206	*See Note 1	940,000	940,000		0
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686
		Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR				
OR	OR213		2,000,000	2,000,000		2,000,000
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000



Project Location Map





Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT

Add new FFY 2022 CDS earmark
awarded project to the MTIP

Project #8

*** MODIFICATION 1 ***

Project Details Summary

ODOT Key #	23491	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	TBD - New	CDS ID:	OR200	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:		21-24-3356 24-27-0007	

Summary of Amendment Changes Occurring:

The formal amendment adds the FFY 2022 Congressionally approved Congressional Directed Spending (CDS) awarded project to the 2024-27 MTIP. Only the PE phase is being added to the MTIP and STIP at this time to complete final design requirement. Remaining phases as needed (ROW, UR, and Cons) will be added through a later amendment.

10/19/2023 - PROGRAMMING MODIFICATION: Subsequent discussions within ODOT have requested the complete project federal programming now be included and split among the required phases. ODOT has submitted an updated programming request for Oregon City as part of the 30-day Public Notification/Comment Period. Since there is no change in scope, overall costs, or delivery timing, the phase programming split is considered a technical correction and not inconsistent with the prior approval actions by TPAC and JPACT. - KL, 10/23/2023.

Project Name: Oregon City Quiet Zone

Lead Agency:	Oregon City	Applicant:	Oregon City	Administrator:	ODOT
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Short Description:

Establish a railroad quiet zone in Oregon City for added pedestrian safety to foster prosperous economic transformation, support housing and business development

MTIP Detailed Description (Internal Metro use only):

Establish a railroad quiet zone in historic downtown Oregon City impacting the railroad crossings at 10th and 11th Streets to improve pedestrian safety including pedestrian signal installations, traffic median construction, railroad gate arm upgrades, and utility relocations to foster prosperous economic transformation, and support housing and business development (FFY 2022 CDS OR200)

STIP Description: Establish a railroad quiet zone in historic Downtown Oregon City to foster prosperous economic transformation, support housing and business development, grow the Oregon City Regional Center, and advance the Willamette Falls Legacy Project.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway Pedestrian	Crossing treatments	System Management, ITS, and Operations
		System Management & Operations	
	Roadway - Motor Vehicle	Lane modification or Reconfiguration	
ODOT Work Type:	Operations		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS22	Y928	2024		\$ 2,000,000					\$ -
HIPCDS22	Y928	2024		\$ 1,153,846					\$ 1,153,846
HIPCDS22	Y928	2025			\$ 76,923				\$ 76,923
HIPCDS22	Y928	2025					\$ 769,231		\$ 769,231
Federal Totals:			\$ -	\$ 1,153,846	\$ 76,923	\$ -	\$ 769,231	\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 228,909					\$ -
Local	Match	2024		\$ 132,063					\$ 132,063
Other	OTH0	2024		\$ 214,091					\$ 214,091
Local	Match	2025			\$ 8,804				\$ 8,804
Other	OTH0	2025			\$ 14,273				\$ 14,273
Local	Match	2025					\$ 88,042		\$ 88,042
Other	OTH0	2025					\$ 142,727		\$ 142,727
Local Totals:			\$ -	\$ 346,154	\$ 23,077	\$ -	\$ 230,769	\$ -	\$ 600,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 2,228,909	\$ -	\$ -	\$ -	\$ -	\$ 2,228,909
Amended Programming Totals			\$ -	\$ 1,500,000	\$ 100,000	\$ -	\$ 1,000,000	\$ -	\$ 2,600,000
Total Estimated Project Cost									\$ 2,600,000
Total Cost in Year of Expenditure:									\$ 2,600,000
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project now includes all required phase funding based on the current project estimate.					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ (728,909)	\$ 100,000	\$ -	\$ 1,000,000	\$ -	\$ 371,091
Phase Change Percent:			0.0%	-32.7%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 132,063	\$ 8,804	\$ -	\$ 88,042	\$ -	\$ 228,909
Amended Phase Matching Percent:			N/A	10.27%	10.27%	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 1,153,846	\$ 76,923	\$ -	\$ 769,231	\$ -	\$ 2,000,000
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ -	\$ 346,154	\$ 23,077	\$ -	\$ 230,769	\$ -	\$ 600,000
Total			\$ -	\$ 1,500,000	\$ 100,000	\$ -	\$ 1,000,000	\$ -	\$ 2,600,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	76.92%	76.92%	0%	76.92%	0%	N/A
State	0%	0%	0%	0%	0%	0%	N/A
Local	0%	23.08%	23.08%	0%	23.08%	0%	N/A
Total	0%	100.00%	100.00%	0%	100.00%	0%	N/A

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	44.38%	2.96%	0%	29.59%	0%	76.92%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	13.31%	0.89%	0%	8.88%	0%	23.08%
Total	0%	57.69%	3.85%	0%	38.46%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Not issued yet
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?	No	If yes, expected FTA conversion code:				N/A	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding? Congressional approved Congressional Directed Spending (CDS) from the FFY 2022 awards.	
2. Does the amendment include changes or updates to the project funding? Yes. The entire CDS award is being applied to the PE phase for now.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via USDOT June 22, 2022 Allocation Memo.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Congressional approval was required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes. No issues.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not applicable	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	10th Street		Main Street	Singer Hill	
	11th Street		Main Street	Center Street	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not applicable. This formal amendment represents initial MTIP programming for the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Area = No POC = No LE = No LI = No
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per Table 2 - Safety
Exemption Reference:	Railroad/highway crossing warning devices.
Was an air analysis required as part of RTP inclusion?	No. Not required.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not applicable
RTP Constrained Project ID and Name:	12095 - Safety & Operations Projects
RTP Project 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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes & No	Motor Vehicle	10th Street is a Major Arterial. 11th Street is not identified on the Motor Vehicle Network Both are identified in the network in a designated Urban Area.
Yes & No	Transit	10th Street is designated as a "Frequent Bus" in the Transit network. 11th Street in the project limits is not have a transit designation in the Transit network
No	Freight	Not applicable
Yes & No	Bicycle	10th Street is identified as a Regional Bikeway. 11th Street is not designated in the Bicycle network.
Yes & No	Pedestrian	10th Street is identified as a Regional Pedestrian Corridor. 11th Ave is not designated in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	10th & 11th	No designation on the NHS
Functional Classification	Yes	10th Street 11th Street	Urban Minor Arterial No designation for 11th Street
Federal Aid Eligible Facility	Yes	10th Street 11th Street	FHWA Functional Classification Code: 4 (Minor Arterial) No designation for 11th Street

Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **No**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes. Amending the pup is not applicable.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Not Applicable.**
4. Applicable RTP Goal: **Goal #5 - Safety and Security**
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing or exceeds \$100 million in total project cost.**

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4, 2023 to November 2, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCDS22	Federal Congressionally approved Congressional Directed Spending (CDS) awarded funds to a specifically named project during FFY 2022. The minimum match requirement for these funds is 10.27%

Key Number: **23491**

2024-2027 STIP

Project Name: **Oregon City Quiet Zone**

(DRAFT AMENDMENT DD)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	CDS0	FTA Community Project Funding / Congressionally Directed Spending	85.73%	1,285,909.01	89.73%	1,153,846.15	0.00%	0.00	10.27%	132,062.86
	OTH0	OTHER THAN STATE OR	14.27%	214,090.99	0.00%	0.00	0.00%	0.00	100.00%	214,090.99
	PE Totals		100.00%	1,500,000.00		1,153,846.15		0.00		346,153.85
RW	CDS0	FTA Community Project Funding / Congressionally Directed Spending	85.73%	85,727.27	89.73%	76,923.08	0.00%	0.00	10.27%	8,804.19
	OTH0	OTHER THAN STATE OR	14.27%	14,272.73	0.00%	0.00	0.00%	0.00	100.00%	14,272.73
	RW Totals		100.00%	100,000.00		76,923.08		0.00		23,076.92
CN	CDS0	FTA Community Project Funding / Congressionally Directed Spending	85.73%	857,272.67	89.73%	769,230.77	0.00%	0.00	10.27%	88,041.90
	OTH0	OTHER THAN STATE OR	14.27%	142,727.33	0.00%	0.00	0.00%	0.00	100.00%	142,727.33
	CN Totals		100.00%	1,000,000.00		769,230.77		0.00		230,769.23
Grand Totals				2,600,000.00		2,000,000.00		0.00		600,000.00



Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2022 [CFDA No. 20.205]

Date: June 28, 2022

In Reply
Refer to: HISM-40

From: Peter J. Stephanos
Director, Office of Stewardship, Oversight,
and Management

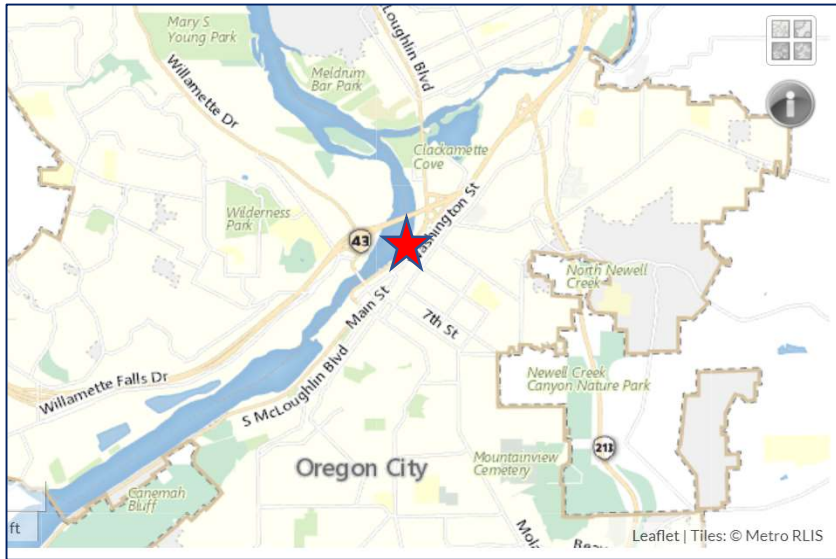
PETER JOHN
STEPHANOS

Digitally signed by PETER JOHN
STEPHANOS
Date: 2022.06.28 13:25:36 -0400

To: Brian R. Bezio
Chief Financial Officer

Consolidated Appropriations Act, 2022 (Public Law 117-103) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-103	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-103	Amount available under P.L. 117-103		Allocation of Y928 Funds This Memorandum	
				Project	State Total	Project	State Total
OK	OK163	SH-20 in Hominy	3,125,000	3,125,000		3,125,000	
OK	OK164	SH-3 from Lane to Farris	3,125,000	3,125,000		3,125,000	
OK	OK165	US-169 SW Ramp over I-244 in Tulsa	3,125,000	3,125,000		3,125,000	
OK	OK166	US-277 between Cement and Bailey Turnpike	3,125,000	3,125,000		3,125,000	
OK	OK167	US-281/SH-45 Junction in Waynoka	3,125,000	3,125,000		3,125,000	
OK	OK168	US-283 North of the Red River in Elmer	3,125,000	3,125,000		3,125,000	
OK	OK169	US-64/SH-14 Junction in Alva	3,125,000	3,125,000		3,125,000	
OK	OK170	US-70 Bypass in Madill	3,125,000	3,125,000		3,125,000	
Oklahoma					59,500,000		59,500,000
OR	OR200	Oregon City Quiet Zone	2,000,000	2,000,000		2,000,000	
OR	OR201	North Fork Road Improvements Project, Marion County	1,440,000	1,440,000		1,440,000	
OR	OR202	I-84 Exit 216 EB Snow Zone/Truck Parking	2,000,000	2,000,000		2,000,000	
OR	OR203	Tualatin Valley Highway Safety Improvements	1,000,000	1,000,000		1,000,000	
Oregon					6,440,000		6,440,000
PA	PA739	Chester County Electric Vehicle Charging Station Project	645,609	645,609		645,609	
PA	PA740	Independence Street Downtown Makeover (Implementation project from GoShamokin Revitalization Plan)	2,675,000	2,675,000		2,675,000	
PA	PA741	Trail extension and tunnel preconstruction, Westmoreland Heritage Trail - Middle Gap Development, Westmoreland County, PA	1,000,000	1,000,000		1,000,000	





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

ADD NEW PROJECT

Add the new BIP awarded project
to the 2024-27 MTIP

Project #9**Project Details Summary**

ODOT Key #	TBD- NEW	RFFA ID:	N/A	RTP ID:	11797	RTP Approval Date:	12/6/2018
MTIP ID:	TBD - NEW	CDS ID:	N/A	Bridge #:	25B01	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the new FHWA Bridge Investment Program (BIP) discretionary award to the 2024-27 MTIP. Portland will deliver the project as a direct recipient with FHWA acting in the oversight role. Programming in the MTIP and STIP is required per the federal fund obligation process through FMIS. This initial programming is based on the grant application and award information. The developed IGA may require adjustments to the project name, description, and/or phase programming levels.

Project Name: **Burgard Bridge Resiliency and Multimodal Enhancements Project**

Lead Agency:	Portland	Applicant:	Portland	Administrator:	FHWA
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Short Description:

Replace/reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements

MTIP Detailed Description (Internal Metro use only):

In North Portland on N. Lombard Street at the Burgard Bridge(NBI 25B01) over the UPRR (between N. Terminal Rd and N Roberts St), replace/reconstruct existing bridge and culvert, and include bicycle/pedestrian upgrades for added pedestrian safety and more efficient freight movements

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Bridge	Reconstruction/Preservation	Capital Improvement
	Roadway - Bicycle	Buffered lanes	
	Roadway - Pedestrian	Sidewalk -new	
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPBIP22	Z913	2023		\$ 5,517,192					\$ 5,517,192
HIPBIP22	Z913	2024			\$ 55,725				\$ 55,725
HIPBIP22	Z913	2025					\$ 8,322,360		\$ 8,322,360
Federal Totals:			\$ -	\$ 5,517,192	\$ 55,725	\$ -	\$ 8,322,360	\$ -	\$ 13,895,277

Note:

1. FHWA's Bridge and Structure webpage identifies the BIP funds as part of the Highway Infrastructure Program (HIP) resulting in the use of fund code Z913.
2. Per FHWA guidance, BIP awarded funds must be obligated by 9/30/2025.
3. Per FHWA guidance, the minimum match requirement for off-system bridge awards in the Bridge Project Grants category is 20%. The federal share may not exceed 80%.

State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2023		\$ 1,379,278					\$ 1,379,278
Local	Match	2024			\$ 13,931				\$ 13,931
Local	Match	2025					\$ 2,080,590		\$ 2,080,590
Local Totals:			\$ -	\$ 1,379,278	\$ 13,931	\$ -	\$ 2,080,590	\$ -	\$ 3,473,799
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 6,896,470	\$ 69,656	\$ -	\$ 10,402,950	\$ -	\$ 17,369,076
Total Estimated Project Cost									\$ 17,369,076
Total Cost in Year of Expenditure:									\$ 17,369,076
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ 6,896,470	\$ 69,656	\$ -	\$ 10,402,950	\$ -	\$ 17,369,076
Phase Change Percent:			0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:			\$ -	\$ 1,379,278	\$ 13,931	\$ -	\$ 2,080,590	\$ -	\$ 3,473,799
Amended Phase Matching Percent:			N/A	20.00%	20.00%	N/A	20.00%	N/A	20.00%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 5,517,192	\$ 55,725	\$ -	\$ 8,322,360	\$ -	\$ 13,895,277
State			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local			\$ -	\$ 1,379,278	\$ 13,931	\$ -	\$ 2,080,590	\$ -	\$ 3,473,799
Total			\$ -	\$ 6,896,470	\$ 69,656	\$ -	\$ 10,402,950	\$ -	\$ 17,369,076

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	80.00%	80.00%	0%	80.00%	0%	80.00%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	20.00%	20.00%	0%	20.00%	0%	20.00%
Total	0%	100.00%	100.00%	0%	100.00%	0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	31.76%	0.32%	0%	47.91%	0%	80.00%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	7.94%	0.08%	0%	11.98%	0%	20.00%
Total	0%	39.71%	0.40%	0%	59.89%	0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? Discretionary Federal Bridge Investment Program (BIP) funds	
2. Does the amendment include changes or updates to the project funding? Yes. New funds are being added to the MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes via the BIP award summary.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? FHWA BIP Program approval.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	N. Lombard Street		S/O North Terminal Rd	N/O North Roberts Rd	
Note: Burgard Bridge is located on N Lombard Street over the UPRR					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification						
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)
Total Prior Amendments	0	Last Amendment	N/A - Initial programming	Date of Last Amendment	N/A	Last MTIP Amend Num
Last Amendment Action	Not applicable. Added note: FHWA has oversight and has granted pre-award authority to the project.					

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Equity Focus Areas People of Color (POC) = Yes Limited English Proficiency (LEP) = No Low Income (LI) = Yes
				X		X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
			X				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per Table 2 - Safety
Exemption Reference:	Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not applicable.
RTP Constrained Project ID and Name:	ID# 11797 - Burgard St Viaduct Replacement
RTP Project Description:	Replace the existing N Burgard St Viaduct (#001) over the UPRR tracks. Completes one element of the larger Barnes to T4 Port project.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
No	Transit	Not Applicable
Yes	Freight	Main Roadway Routes
Yes	Bicycle	Regional Bikeway
Yes	Pedestrian	Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	
NHS Project	Yes	N. Lombard St	Map-21 NHS Principal Arterials
Functional Classification	Yes	N. Lombard St	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	N. Lombard St	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? Yes
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No - Not Applicable

3b. Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not Applicable
4. Applicable RTP Goal: Goal #5 - Safety and Security - Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. Goal #10 - Fiscal Stewardship - Objective 10.1 Infrastructure Condition – Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million in total project cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? Yes.	
2. What are the start and end dates for the comment period? October 42, 2023 to November 2, 2023	
3. Was the comment period completed consistent with the Metro Public Participation Plan? Yes.	
4. Was the comment period included on the Metro website allowing email submissions as comments? Yes.	
5. Did the project amendment result in a significant number of comments? Not expected.	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? Not expected.	
7. Added notes:	

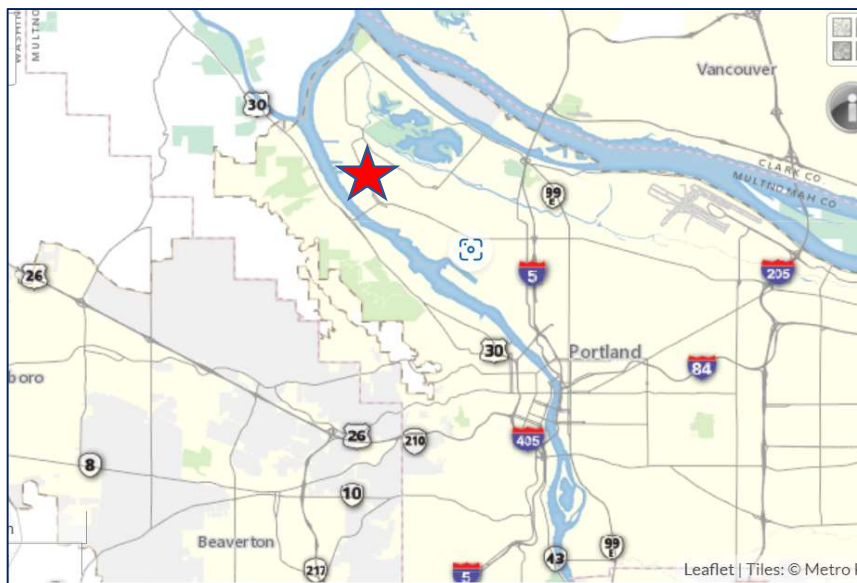
Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPBIP22	Federal discretionary funds sourced from the Highway Infrastructure Program (HIP) and allocated to FHWA into the Bridge Investment Program. FHWA complete a competitive funding call to determine eligibility and award the funds. For these funds the federal share may not exceed 80% of the total project



Bridge Investment Program (BIP) Bridge Grant Awards 2022



BIP Bridge Project, Urban
Burgard Bridge Resiliency and Multimodal Enhancements Project
 Portland, Oregon, 8,608 vehicles per day, 37% truck traffic (3,185 trucks per day)
Grant Funding: \$13,895,277
Estimated Total Project Cost: \$17,369,097



Project Location Map

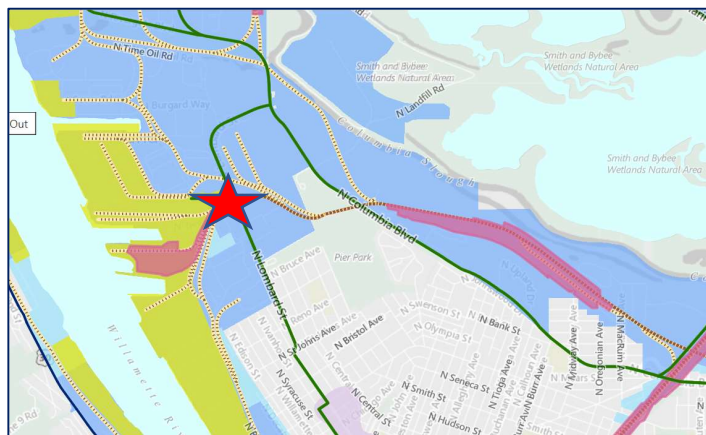


Figure 1: Jersey barriers line the west side of the existing bridge





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment
ADD NEW PROJECT
 Add new SS4A awarded project to
 the 2024-27 MTIP

Project #10

Project Details Summary

ODOT Key #	NEW - TBD	RFFA ID:	N/A	RTP ID:	10198+11868	RTP Approval Date:	12/6/2018
MTIP ID:	NEW - TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The formal amendment adds the new FFY 2022 Safe Streets for All (SS4A) discretionary Implementation Grant award for Portland to the 2024-27 MTIP.

Project Name:	122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	FHWA		

Short Description:

Employ safety treatments including pedestrian crossings, bike lanes, adding medians, bus stop curb extensions, signal upgrades, lighting, landscaping, and a roundabout

MTIP Detailed Description (Internal Metro use only):

Employ safety treatments on 5.5 miles of 122nd Avenue from Sandy Blvd south to Foster Rd including street lighting upgrades, adding 4 miles of protected bike lanes, pedestrian/bicycle signal upgrades, reducing vehicle lanes, adding pedestrian crossings, adding raised medians, landscaping, bus stop curb extensions, speed reader boards with automated enforcement, and a roundabout (FFY SS4A Implementation Grant award)

STIP Description: TBD

Project Classification Details

Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans - Bike	Separated (aka Protected) lanes	Capital Improvement
	Active Trans - Pedestrian	Crossing Treatments	
	Active Trans - Transit	Capital - Vehicle Operations	
	Active Trans - Motor Vehicle	Lane Modification or Reconfiguration	
		System Management and Operations	Systems Management, ITS, Ops
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
SS4A22	N/A	2024		\$ 6,310,400					\$ 6,310,400
SS4A22	N/A	2025						\$ 526,400	\$ 526,400
SS4A22	N/A	2026			\$ 100,000				\$ 100,000
SS4A22	N/A	2027					\$ 13,063,200		\$ 13,063,200
Federal Totals:			\$ -	\$ 6,310,400	\$ 100,000	\$ -	\$ 13,063,200	\$ 526,400	\$ 20,000,000
Note: Per ODOT. As a direct recipient for the SS4A award to Portland, no fund code will be used for this specific project resulting in the N/A entry.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 1,577,600					\$ 1,577,600
Local	Match	2025						\$ 131,600	\$ 131,600
Local	Match	2026			\$ 25,000				\$ 25,000
Local	Match	2027					\$ 3,265,800		\$ 3,265,800
Other	OTH0	2027					\$ 5,000		\$ 5,000
Local Totals:			\$ -	\$ 1,577,600	\$ 25,000	\$ -	\$ 3,270,800	\$ 131,600	\$ 5,005,000
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 7,888,000	\$ 125,000	\$ -	\$ 16,334,000	\$ 658,000	\$ 25,005,000
Total Estimated Project Cost									\$ 25,005,000
Total Cost in Year of Expenditure:									\$ 25,005,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 7,888,000	\$ 125,000	\$ -	\$ 16,334,000	\$ 658,000	\$ 25,005,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 1,577,600	\$ 25,000	\$ -	\$ 3,270,800	\$ 131,600	\$ 5,005,000
Amended Phase Matching Percent:	N/A	20.00%	20.00%	N/A	20.02%	20.00%	20.02%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,310,400	\$ 100,000	\$ -	\$ 13,063,200	\$ 526,400	\$ 20,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,577,600	\$ 25,000	\$ -	\$ 3,270,800	\$ 131,600	\$ 5,005,000
Total	\$ -	\$ 7,888,000	\$ 125,000	\$ -	\$ 16,334,000	\$ 658,000	\$ 25,005,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0%	80.00%	80.00%	0%	79.98%	80%	79.98%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	20.00%	20.00%	0%	20.02%	20%	20.02%
Total	0%	100.00%	100.00%	0%	100.00%	100%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0%	25.24%	0.40%	0%	52.24%	2%	79.98%
State	0%	0%	0%	0%	0%	0%	0%
Local	0%	6.31%	0.10%	0%	13.08%	1%	20.02%
Total	0%	31.55%	0.50%	0%	65.32%	3%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding?	FFY 2022 USDOT Safe Streets For All Discretionary Implementation grant award
2. Does the amendment include changes or updates to the project funding?	No. The funding is being programmed based on the original \$20 million dollar grant award.
3. Was proof-of-funding documentation provided to verify the funding change?	Yes, via the FFY 2022 SS4A award summary sheets
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval?	USDOT approval was required.
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	Yes.

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not applicable	Not applicable	Not applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	122nd Ave		NE Sandy Blvd	SE Foster Rd	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2023	Years Active	1	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not applicable. This current amendment reflects the initial programming for the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English Proficiency (LEP=Yes) Low Income (LI) = Yes
		X	X	X		X	
Note: The RTP Performance Measures of Climate Change Reduction and Economic Prosperity may also be applicable							
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				X
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per Table 2 - Safety
Exemption Reference:	Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable.
RTP Constrained Project ID and Name:	Two 2018 RTP constrained projects are identified: ID# 10198 - 122nd Ave Corridor ITS Improvements ID# 11868 - ETC: 122nd Ave Enhanced Transit Corridor

RTP Project Descriptions:	<p>10198: Install ITS infrastructure (communication network, enhanced bus detection, truck priority detection, Bluetooth detection, CCTV cameras, and vehicle /pedestrian detectors). These ITS devices allow us to provide more efficient and safe operation of our traffic signal system consistent with our policies of moving people and goods more effectively.</p> <p>11868: Construct safety and access to transit improvements and transit priority treatments to reduce transit delay and improve transit reliability and travel times.</p>
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Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Major Arterial
Yes	Transit	Frequent Bus
No	Freight	No designation
Yes	Bicycle	Bicycle Parkway
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	122nd Ave	Not identified on the NHS
Functional Classification	Yes	122nd Ave	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	122nd Ave	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? No.
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Yes.
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable.
4.	Applicable RTP Goal: Goal #5 - Safety and Security Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No.

Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **October 4 2023 to November 2, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A22	Federal discretionary funds that originate from USDOT's Safe Streets For All (SS4A) funding program. The federal funds normally require a local minimum match of 20% and supports local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives

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Safe Streets and Roads for All

(SS4A) Grants



U.S. Department of Transportation

Urban

Safe Systems on 122nd Avenue: A Model for Humanizing Arterial Streets

Applicant: City of Portland

Portland, Oregon

SS4A Award: \$20,000,000

Project Location Map

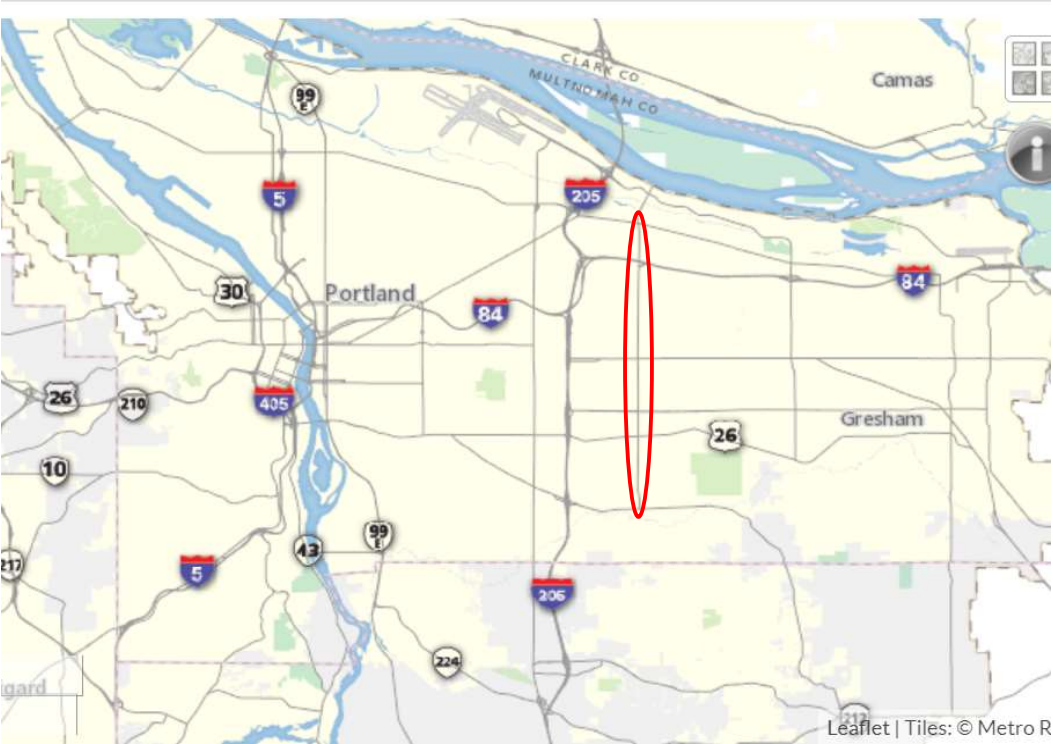


Figure 5: Proposed Elements





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

ADD NEW PROJECT

Re-add TriMet DEQ CMAQ project
to the 2024-27 MTIP

Project #11**Project Details Summary**

ODOT Key #	23463	RFFA ID:	N/A	RTP ID:	12081	RTP Approval Date:	12/6/2018
MTIP ID:	71395	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes - 5307
MTIP Amendment ID:		OC24-01-OCT		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring: The project was initially added to the 2021-2024 MTIP in June 2023. This was after the 20247 MTIP was locked down for its final review and approvals. Through this amendment, the project is being re-added to the 2024-27 MTIP as a required correction.

Project Name: TriMet Transit Center EV Chargers

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	TriMet/FTA
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Short Description:

Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center.

MTIP Detailed Description (Internal Metro use only):

Procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service. (DEQ CMAQ award, EMRED - VOC: 0.8439, NOX: 25.9111, CO: 5.9796, PM10: 0.1408, PM2.5: 0.1324

STIP Description: Purchase and install electric chargers at Powell bus garage and Beaverton Transit Center for electric vehicles (EV).

Project Classification Details

Project Type	Category	Features	System Investment Type
Transit	Transit-Facilities	None	Capital Improvement
ODOT Work Type:	Transit		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
CMAQDEQ	Y400	2024	\$ 110,319						\$ 110,319.00
CMAQDEQ	Y400	2024		\$ 220,640					\$ 220,640
CMAQDEQ	Y400	2024					\$ 2,509,041		\$ 2,509,041
Federal Totals:			\$ 110,319	\$ 220,640	\$ -	\$ -	\$ 2,509,041	\$ -	\$ 2,840,000
Notes: Project was added to the 2021-24 MTIP but after lockdown occurred to the 2024-27 MTIP. The project is being re-added to the 2024-27 MTIP as a result.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 12,627						\$ 12,627
Other	OTH0	2024	\$ 65,581						\$ 65,581
Local	Match	2024		\$ 25,253					\$ -
Other	OTH0	2024		\$ 131,162					\$ 131,162
Local	Match	2024					\$ 287,171		\$ 287,171
Other	OTH0	2024					\$ 993,206		\$ 993,206
Local Totals:			\$ 78,208	\$ 156,415	\$ -	\$ -	\$ 1,280,377	\$ -	\$ 1,489,747
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 188,527	\$ 377,055	\$ -	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Total Estimated Project Cost									\$ 4,355,000
Total Cost in Year of Expenditure:									\$ 4,355,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 188,527	\$ 377,055	\$ -	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 12,627	\$ 25,253	\$ -	\$ -	\$ 287,171	\$ -	\$ 325,051
Amended Phase Matching Percent:	10.27%	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 110,319	\$ 220,640	\$ -	\$ -	\$ 2,509,041	\$ -	\$ 2,840,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 78,208	\$ 156,415	\$ -	\$ -	\$ 1,280,377	\$ -	\$ 1,515,000
Total	\$ 188,527	\$ 377,055	\$ -	\$ -	\$ 3,789,418	\$ -	\$ 4,355,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	58.52%	58.52%	0.00%	0.00%	66.21%	0.00%	65.21%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	41.48%	41.48%	0.00%	0.00%	33.79%	0.00%	34.79%
Total	100.00%	100.00%	0.00%	0.00%	100.00%	0.00%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	2.53%	5.07%	0.00%	0.00%	57.61%	0.00%	65.21%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	1.80%	3.59%	0.00%	0.00%	29.40%	0.00%	34.79%
Total	4.33%	8.66%	0.00%	0.00%	87.01%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	N/A	N/A			N/A		Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							Flex to FTA
EA End Date:							FMIS or TrAMS
Known Expenditures:							TrAMS
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5307	

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1. What is the source of funding? CMAQ allocation to the Oregon DEQ	
2. Does the amendment include changes or updates to the project funding? No. The funding remains as initially programmed in the 2021-24 MTIP.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes. No changes to the funding.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT allocation approval was originally required.	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Yes.	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	N/A	N/A	N/A	N/A
Cross Streets	Route or Arterial		Cross Street		Cross Street
Beaverton Transit Center	4050 SW Lombard Ave Beaverton, Oregon 97005		SW Lombard Ave		SW Lombard Ave

Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	1	Project Status	T22	T22 = Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action							

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes State 41 Equity Focus Areas POC = Yes Limited English = Yes Low Income= Yes
	X	X		X			
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt.
Exemption Reference:	Table 2, Mass Transit: Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Was an air analysis required as part of RTP inclusion?	Yes. A special air quality emission reduction analysis was completed as part of the CMAQ eligibility review and final award determination.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not applicable
RTP Constrained Project ID and Name:	ID # 12081 - Bus: Electrification of Bus Fleet: Phase 1
RTP Project Description:	Electrifying the bus fleet.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	N/A
Yes	Transit	Frequent Bus
No	Freight	N/A
Yes	Bicycle	Bicycle transit facility
Yes	Pedestrian	Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not applicable	Not applicable
Functional Classification	N/A	Not applicable	Not applicable
Federal Aid Eligible Facility	Not	Not applicable	Not applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? No.
2.	Is the project identified on the Congestion Management Process (CMP) plan? No.
3.	Is the project included as part of the approved: UPWP? No.
3a.	If yes, is an amendment required to the UPWP? Not applicable
3b.	Can the project MTIP amendment proceed before the UPWP amendment? Not applicable
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? Not applicable
4.	Applicable RTP Goal: Goal #7 Healthy People, Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing or exceeds \$100 million in total cost.

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? Yes.
2.	What are the start and end dates for the comment period? October 4 2023, to November 2, 2023
3.	Was the comment period completed consistent with the Metro Public Participation Plan? Yes
4.	Was the comment period included on the Metro website allowing email submissions as comments? Yes.
5.	Did the project amendment result in a significant number of comments? Not expected.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No
7.	Added notes:

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CMAQ	Congestion Mitigation Air Quality (CMAQ) funds. CMAQ funds are a federal funding source (FHWA based) that provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are normally apportioned to the eligible states and then potentially sub-allocated to MPOs or other eligible agencies based on a formula allocation.
CMAQDEQ	Federal CMAQ allocation from ODOT to the Oregon DEQ to be applied to CMAQ eligible projects.
Other	Local funds beyond the minimum match committed to the project. Also referred to a "local overmatch funds".



Transportation tracker | Welcome Ken Lobeck (Admin) | [Logout](#) | [Glossary](#) | [Documentation](#)

home	admin	RTP	RFFA	MTIP	FUND		search
details	costs	programming	map	amendments	obligations	earmarks	comments

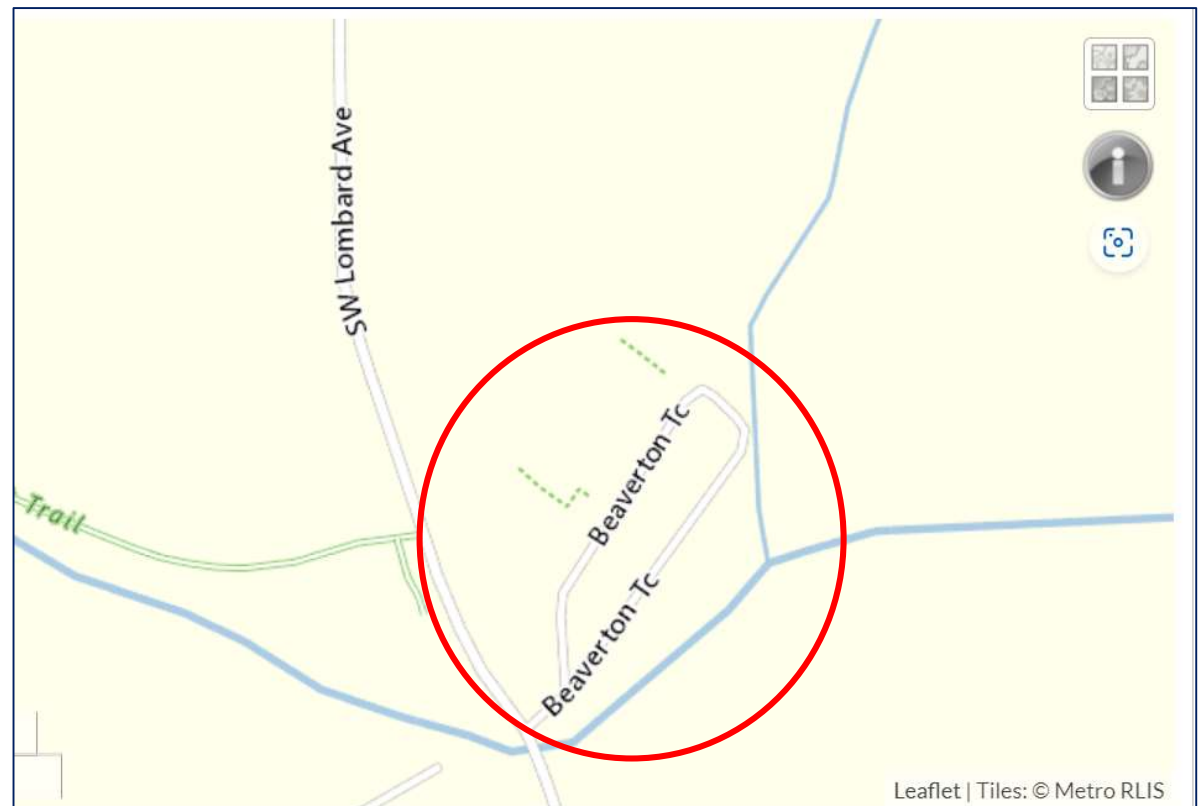
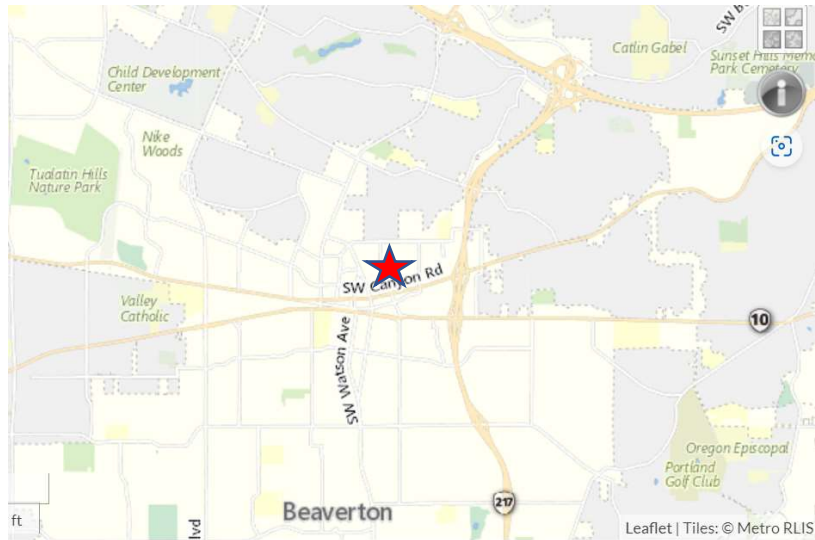
ODOT Key: 23463 | MTIP ID: 71395

TriMet Transit Center EV Chargers - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2024		\$110,319	\$12,627	\$65,581	\$188,527	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$110,319	\$12,627	\$65,581	\$188,527	
Preliminary engineering	2024		\$220,640	\$25,253	\$131,162	\$377,055	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$220,640	\$25,253	\$131,162	\$377,055	
Construction	2024		\$2,509,041	\$287,171	\$993,206	\$3,789,418	<input type="checkbox"/>
	2023	CMAQ - DEQ	\$2,509,041	\$287,171	\$993,206	\$3,789,418	
Totals >>			\$2,840,000	\$325,051	\$1,189,949	\$4,355,000	

Project Location Map



Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: October 23, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: October FFY 2024 MTIP Formal Amendment & Resolution 23-5358 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF COMPLETING REQUIRED TRANSITION ACTIONS TO THE NEW 2024-27 MTIP INCLUDING ADDING NINE NEW PROJECTS AND UPDATING TWO EXISTING PROJECTS TO ENABLE FUTURE FEDERAL FUND OBLIGATIONS TO OCCUR

BACKGROUND

What This Is - Amendment Summary:

The October FFY 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle represents the first amendment to the new 2024-27 MTIP. The amendment bundle contains eleven projects. Nine are new projects being added or re-added to the MTIP. Two are existing projects that require significant adjustments in support of one of the new projects.

Development of the 2024-27 MTIP was lengthy process taking well over a year to complete. Due to the various completion requirements, necessary and final approval steps, the draft 2024-27 MTIP was 'lock-down' as of April 2023. No further changes other than eligible corrections raised during the public notification, or very minor technical corrections to existing projects could occur after March 2023. Unfortunately, programming actions for new project awards, phase obligations, and required federal approval steps continued on through the end of September. Required updates to the 2021-24 MTIP through regular amendments, but carry-over updates, new project additions, or required major changes could not occur to the draft 2024-27 MTIP due to the lock-down period. The FFY 2024 Formal MTIP Amendment provides the needed corrections to update the new 2024-27 MTIP to ensure the MTIP and STIP match correctly, and projects can move forward to obligate federal funds or obtain their next required federal approval step.

What is the requested action?

JPACT approved Resolution 23-5358 on October 19, 2023 and now requests Metro Council provide the final approval to add or amend the eleven projects to the 2024-27 MTIP.

A summary of the project and amendment actions are shown on the next pages.

ADDED AMENDMENTS DEVELOPMENT

On October 19, 2023, ODOT requested a modification to adjust two submitted projects. The request is considered part of the 30-day Public Notification/Opportunity to Comment process. ODOT's requests include the following:

1. Key 22647 - OR141 (SW Hall Blvd) - SW Spruce St – SW Hemlock St:

- Lead agency: ODOT
- Description: The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area (CAA23, DEMO ID OR216)
- Requested Action: A follow-on review after the amendment submission determined the construction phase will not be ready to be implemented until FFY 2025. ODOT has requested to slip the construction phase in the amendment from FFY 2024 to FFY 2025.
- MTIP Opinion: The request is acceptable and will save a having to complete a later administrative modification to slip the phase to FFY 2025. The project in Exhibit A has been updated to reflect the construction phase now in FFY 2025.

2. Key ~~23452~~ 23491 - Oregon City Quiet Zone:

- Lead agency: Oregon City
- Description: Establish a railroad quiet zone in Oregon City for added pedestrian safety to foster prosperous economic transformation, support housing and business development
- Requested Action: The amendment submission proposed only programming the Preliminary Engineering (PE) phase with the full Congressionally Directed Spending (CDS) award to enable it to be obligated in FFY 2024. There is an urgency to program and obligate the CDS funds as soon as possible due to the obligation lapse condition of 9/30/2025. The Right-of-Way (ROW) and Construction phases would have been added to the MTIP through a later amendment once the phase costs and scope of work was better defined. However, subsequent discussions with ODOT determined programming all required phases now was a better approach to obligate the federal before the obligation lapse occurs. Since the adjustment does not impact the overall federal funds, scope of work, and delivery timing, the programming change is still consistent with the original intent to submit the new project for MTIP and STIP inclusion. The action also saves a later required formal amendment to add both phases to the MTIP and STIP. Exhibit A has been updated to now reflect the addition of the ROW and Construction phases.

JPACT October 19, 2023 Meeting Summary:

The October FFY 2024 Formal MTIP Amendment was included on the October JPACT Consent agenda. JPACT members approved the Consent agenda unanimously without any discussion.

TPAC October 6 2023 Summary:

Ken Lobeck, Metro Funding Programs Lead provided an overview of the October FFY 2024 Formal/Full MTIP Amendment during their October 6, 2023 meeting. Ken explained the purpose for the amendment to provide catch-up with necessary programming additions or corrections that resulted during the lock-down period for the 2024-27 MTIP. Some projects are new that emerged during the lock-down period while others are required to be re-added into the MTIP due to the impact to the fiscal constraint finding. Overall, the October FFY 2024 Formal MTIP Amendment is “catch-up” amendment to address required updates from the lockdown period. TAC members did not have any questions concerning the eleven projects in the amendment bundle. TPAC improved and provided their unanimous approval recommendation for JPACT to approve Resolution 23-5358.

Amendment Notes:**1. Key 23462: Beaverton School District EV Chargers**

- a. Lead agency: Beaverton School District.
- b. Notes:
 - i. The Beaverton School District received an Oregon Department of Environmental Quality (DEQ) \$169,107 Congestion Mitigation Air Quality (CMAQ) funding award to add 22 electric charging stations to the existing 8 charge stations at its Transportation Service Center (TSC) in Beaverton.
 - ii. The project was added to the 2021-24 MTIP with the intent that the funds would be obligated before the end of FFY 2023 (9/30/2023).
 - iii. However, the project was not ready to move forward and obligate the CMAQ funds by the end of FFY 2023 and now is being carried over into the 2024-27 MTIP to obligate the CMAQ funds and be implemented during FFY 2024.

2. Key TBD – New Project: 181st Ave Safety Upgrades: SE Stark St to E Burnside St

- a. Lead agency: Gresham
- b. Notes:
 - i. The city of Gresham received a FFY 2023 Congressional approved Congressionally Directed Spending (CDS) award in support of their 181st Ave Safety upgrade project. The federal award is \$3,178,686.
 - ii. The project will complete safety upgrades: new traffic signals, adding/upgrade sidewalks, buffered bike lane, lighting and utility upgrades for greater pedestrian safety.
 - iii. The project intends to initiate PE before the end of FFY 2024 and is being added to the 2024-27 MTIP to enable the federal to be obligated through FHWA.

3. Key 20885: Transportation System Mgmt Operations/ITS 2020

- a. Lead agency: Metro
- b. Notes:
 - i. Portland State University was awarded Transportation System Management and Operations (TSMO) federal funds from the 2021 TSMO Strategy Solicitation in support of maintaining the TSMO PORTAL data management system.
 - ii. PSU was awarded \$1,621,892 of federal funds to maintain and enhance the TSMO PORTAL archive and database to gather and evaluate TSMO data from new sensors and networks, clean data and provide assessment of existing and future TSMO investment areas.
 - iii. The award requires two existing TSMO project grouping buckets (PGB) (Keys 20885 and 20886) that maintain the prior year TSMO funding allocations to split and reprogram the federal funds to the new PORTAL project.
 - iv. All Surface Transportation Block Grant (STBG) funds within Key 20885 are being combined into the new PORTAL project. The new PORTAL project is included as part of this amendment bundle.

4. Key 20886: Transportation System Mgmt Operations/ITS 2021

- a. Lead Agency: Metro:
- b. Notes:
 - i. \$1,157, 374 of federal STBG are being split off and combined into the new PORTAL project. The current STBG programming level is \$1,801, 828 of STBG funds.
 - ii. Key 20886 will remain as an active TSMO PGB reduced to \$644,454 of STBG funds.
 - iii. The remaining STBG funds from this PGB will be committed to additional new TSMO awarded projects once they are ready to be programmed in the MTIP and STIP.

5. Key TBD – New Project: TSMO PORTAL Regional Archived Data Service 2023

- a. Lead Agency: Portland State University
- b. Notes:
 - i. Portland State University was awarded \$1,621,892 of Transportation System Management and Operations (TSMO) federal funds from the 2021 TSMO Strategy Solicitation in support of maintaining the TSMO PORTAL data management system.
 - ii. The federal STBG funds require a re-programming action of Keys 20885 and 2008 to complete the new PORTAL programming action.

- iii. The project is being added now through the October Formal amendment to enable the fund obligation to occur by mid-FFY 2024 through the FHWA FMIS obligation process.

6. Key 22647 - OR141 (SW Hall Blvd): SW Spruce St - SW Hemlock St:

- a. Lead agency: ODOT
- b. Notes:
 - i. The project will provide two enhanced pedestrian crossings along Hall to improve the visibility of pedestrians crossing the street and encouraging people to use these crossings to walk to parks and schools in the immediate area.
 - ii. The project received a Congressional approved Congressionally Directed Spending (CDS) award of from FFY 2023 Consolidated Appropriations Act (ID # OR216) for the amount of \$3,200,000.
 - iii. The project starts PE in FFY 2023 with ROW and Construction proposed for FFY 2024. Based on this, Key 22647 was added to the 2021-24 MTIP through the June 2023 Formal MTIP Amendment.
 - iv. By June 2023, the draft 2024-27 MTIP was locked-down and no further major changes such as adding an new project could occur. As a result, Key 22647 was not carried-over into the 2024-27 MTIP.
 - v. Through the October FFY 2024 Formal Amendment, Key 22647 is being re-added to the 2024-27 MTIP as a new project.

7. Key 23428 - I-84: (Multi-Use Path) Jordan Rd Tunnel - Sandy River Delta:

- a. Lead agency: ODOT
- b. Notes:
 - i. The project will design and construct multi-use path parallel to Jordan Road from the pedestrian tunnel to Sandy River Delta increasing pedestrian safety and bike access.
 - ii. The project received a Congressional approved Congressionally Directed Spending (CDS) award of from FFY 2023 Consolidated Appropriations Act (ID # OR211) for the amount of \$2,332,000.
 - iii. The situation is similar to Key 22647, OR141/Hall Blvd. Jordan Rd was first added to the 2021-24 MTIP, but could not be automatically carried over into the 2024-27 MTIP due to the lock-down process in place.
 - iv. Through the October FFY 2024 Formal Amendment, Key 23428 is being re-added to the 2024-27 MTIP as a new project.

8. Key 23452 - Oregon City Quiet Zone:

- a. Lead agency: Oregon City
- b. Notes:
 - i. The project will establish a railroad quiet zone in historic downtown Oregon City impacting the railroad crossings at 10th and 11th Streets to improve pedestrian safety including pedestrian signal installations, traffic median construction, railroad gate arm upgrades, and utility relocations to foster prosperous economic transformation, and support housing and business development.
 - ii. The project is funded from a Congressional approved Congressionally Direct Spending (CDS) award from the FFY 2022 (ID OR200) for the amount of \$2,000,000.
 - iii. ~~Through this amendment, only the Preliminary Engineering (PE) is being added to the 2024-27 MTIP. Remaining required phases will be added through a later amendment once the project scope and design are closer to being final.~~
 - iv. Through Modification #1 to this Formal Amendment bundle, the ROW and Construction phases have been added to the project and are shown in the programming tables per ODOT's request. See added comments under the "Added Amendments Development" section on page 2.

9. Key TBD - New Project: Burgard Bridge Resiliency and Multimodal Enhancements Project

- a. Lead agency: Portland
- b. Notes:
 - i. The project will replace and reconstruct existing Burgard bridge over UPRR, plus culvert, and include bicycle/pedestrian upgrades for safer freight and pedestrian movements.
 - ii. The project was awarded a discretionary FHWA Bridge Investment Program (BIP) discretionary award totaling \$13,895,277. TBIP program requires a minimum match of 20%. The estimated total project cost is \$17,369,076.
 - iii. The BIP program has some different delivery requirements which result in Portland acting as a direct recipient for the federal funds and will work directly with FHWA to implement and complete the project.

10. Key TBD - New Project: 122nd Ave Safety Upgrades: Sandy Blvd to Foster Rd

- a. Lead agency: Portland
- b. Notes:
 - i. The project will employ various safety treatments on 5.5 miles of 122nd Avenue from Sandy Blvd south to Foster Rd including street

lighting upgrades, adding 4 miles of protected bike lanes, pedestrian/bicycle signal upgrades, reducing vehicle lanes, adding pedestrian crossings, adding raised medians, landscaping, bus stop curb extensions, speed reader boards with automated enforcement, and a roundabout.

- ii. The project received a discretionary award from the Safe Streets For All (SS4A) funding program from USDOT. The federal funds awarded total \$20,000,000. A 20% minimum match is required as well. The estimated total project cost is \$25,005,000.
- iii. PE is proposed to begin during FFY 2024 with construction proposed to begin during FFY 2027.

11. Key 23463: TriMet Transit Center EV Chargers

- a. Lead agency: TriMet
- b. Notes:
 - i. The project will procure and install twelve - DC level 3 charging equipment at TriMet's Powell Bus Garage, and two opportunity fast chargers in the layover area of Beaverton Transit Center to support and expand TriMet's deployment of zero emission battery electric buses (BEBs) for the provision of public transit service.
 - ii. The project funding originates from the Oregon DEQ CMAQ funding call and awarded TriMet \$2,840,000 of federal CMAQ funds. The minimum match requirement is 10,27%. TriMet is providing additional local overmatching funds to the project. TriMet's total local contribution to the project is \$1,489,747 resulting in an estimated total project cost of \$4,355,000.
 - iii. The CMAQ funds will be flex transferred to FTA and obligated in FTA's TrAMS system based on the "year-of-obligation" process during FFY 2024. This results in the entire funding award being obligated at one time. For this reason, the programming phases in the MTIP all reflect FFY 2024, or the year of obligation.

Added Note: Additional details about the changes and updates to each project are stated in Exhibit A to Resolution 23-5358 (MTIP Worksheets) to the October FFY 2024 Formal MTIP amendment bundle.

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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their

updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes..
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are consistent with RTP project costs when compared with programming amounts in the MTIP.
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling.
- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the October FFY 2024 Formal MTIP amendment (OC24-01-OCT) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	September 29, 2023
• Initiate the required 30-day public notification process.....	October 4, 2023
• TPAC notification and approval recommendation.....	October 6, 2023
• JPACT approval and recommendation to Council.....	October 19, 2023
• Completion of public notification process.....	November 2, 2023
• Metro Council approval.....	November 9, 2023

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** 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 timeline is an estimation only):

<u>Action</u>	<u>Target Date</u>
• Final amendment package submission to ODOT & USDOT.....	November 14 ,2023
• USDOT clarification and final amendment approval.....	Late November/early December 2023

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
 - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
 - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on October 2, 2023.
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:** A follow-on budget change will occur to the TSMO program as follows:
 - a. Two existing TSMO project grouping buckets are having their funds split and combined into the new PORTAL project for Portland State University. The STBG-U funds are part of the RFFA Step 1 allocation to the TSMO program. Fund approval occurred through the TransPort Subcommittee to TPAC. The PORTAL award date was August 30 2023. Overall, this is a lateral move with the TMSO funds already approved to TSMO project commitment.
 - b. A total of Metro approved \$1,621,892 STBG-U is being split of the TSMO project grouping buckets in Keys 20885 and 20886 to support the new PORTAL five-year finding allocation.

RECOMMENDED ACTION:

JPACT approved Resolution 23-5358 on October 19, 2023, and now requests Metro Council provide the final approval to add or amend the eleven projects to the 2024-27 MTIP.

No Attachments.

**Resolution No. 23-5366 For the Purpose
of Directing Staff to Proceed with a
Formal Cost of Service Study of Private
Transfer Stations in the Metro Region**
Resolutions

Metro Council Meeting
Thursday, November 9, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF DIRECTING STAFF TO)	RESOLUTION NO. 23-5366
PROCEED WITH A FORMAL COST OF)	
SERVICE STUDY OF PRIVATE TRANSFER)	Introduced by Chief Operating Officer
STATIONS IN THE METRO REGION)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Goal 14 in Metro’s 2030 Regional Waste Plan seeks “rates that are reasonable, responsive to user economic needs, regionally consistent and well understood”; and

WHEREAS, Goal 14 further includes the specific action of “Establish[ing] rates across the region that are consistent for like services,” and

WHEREAS, ORS 268.317 authorizes Metro to “maintain and amend rates charged by disposal, transfer and resource recovery sites or facilities” within the Metro region; and

WHEREAS, in 2019 Metro completed a cost study of private transfer station’s putrescible waste transfer costs based on estimates of various components of each station’s rate, but this was only an estimate because Metro did not have access to each transfer station’s financial records: and

WHEREAS, as of October 2023, there are transfer stations in the Metro region that charge more for putrescible solid waste transfer than the rate Metro charges at its Metro South and Metro Central transfer stations; and

WHEREAS, these transfer stations touch each corner of the Metro region in Forest Grove, Wilsonville, Gresham, and Troutdale; and

WHEREAS, rate differences result in some residents paying more for like services than others; and

WHEREAS, most local governments in the Metro region conduct periodic rate reviews for their franchised garbage hauling services; and

WHEREAS, a rate review of private transfer station rates in the Metro region would provide the detailed cost data needed to align with other related projects, including Metro’s System Facilities Plan, Metro’s Tonnage Allocation Program, and the Recycling Modernization Act implementation; now therefore,

BE IT RESOLVED that the Metro Council directs staff to:

1. Direct staff to conduct an independent cost of service study of the rates of private transfer stations that process putrescible waste in the Metro region to determine costs relative to rates charged.
2. Convene industry, community, and local government partners with an independent third-party contractor to help Metro design the cost-of-service study.
3. Provide findings on cost-of-service study to Metro Council for consideration.

ADOPTED by the Metro Council this ninth day of November, 2023. Approved as to

Form:

Lynn Peterson, Council President

Carrie MacLaren, Metro Attorney

STAFF REPORT

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: PRIVATE RATE TRANSPARENCY

Date: October 27, 2023

Department: WPES

Meeting Date: November 7, 2023

Presenter(s) (if applicable): Marta McGuire (she/her), Jenna Jones (she/her) and Holly Stirnkorb (she/her)

Prepared by:

Jenna Jones, jenna.jones@oregonmetro.gov

Holly Stirnkorb,

holly.stirnkorb@oregonmetro.gov

Length: 30 minutes

ISSUE STATEMENT

During the creation of the FY23-24 budget, Metro Council directed the Waste Prevention and Environmental Services department to provide ongoing technical education about fees and regional waste priorities to inform future Council direction on the annual WPES budget and regional waste fees.

During the last budget and fee setting process, cities and counties elevated the need to ensure that rates charged at private stations are reasonable, regionally consistent, and well understood. Local governments began expressing concern in 2010 as rates at private facilities began to exceed rates at public stations. Metro does not currently regulate rates at privately owned facilities but could exercise the authority to do so if Metro Council finds it to be in the public interest. At the October 26th Metro Council meeting, staff presented information on the work to date on rate transparency and requested guidance on moving to Step 3 in the Transfer System Configuration Policy adopted in 2016 that includes a cost-of-service study on rates at private transfer stations. This work session is a continuation of that discussion.

ACTION REQUESTED

Staff request guidance on proceeding with formal consideration of a resolution to direct staff to conduct a cost-of-service study of the rates of private transfer stations that process putrescible waste ("wet waste" or typically garbage) in the Metro region to determine costs relative to rates charged. This informational session will also support Council conversations about FY24-25 budget and fee development, adopting a Systems Facilities Plan, and other policy actions.

IDENTIFIED POLICY OUTCOMES

Currently, Metro has the authority to regulate rates within the region but does not exercise it. Private transfer station rates are directly tied to fees established by local governments for collection services for households and businesses. Conducting a cost-of-service study for wet waste rates will provide information for Council to inform further actions to advance 2030 Regional Waste Plan goals including:

Goal 14: Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.

Action 14.2: Implement transparent and consistent annual rate-setting processes for all facilities.

Action 14.3: Establish rates across the region that are consistent for like services.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Direct staff to move forward with Step 3 of the Transfer System Configuration Policy, which includes conducting a fully detailed cost of service study at private waste transfer stations that includes formal approval of the attached draft resolution.
2. Direct staff to take no action.

STAFF RECOMMENDATION

Staff recommends Metro Council move forward with Step 3 of the Transfer Station Configuration Study and consider formal approval of the attached resolution.

STRATEGIC CONTEXT

Inconsistency of Regional Rates at Private Transfer Stations

Inconsistent rates that are not well understood impact the equity of the garbage and recycling system. Local governments are concerned that the rates for wet waste charged by private transfer stations are too high and these rates, which are passed onto residential and commercial customers through collection and other service rates, have resulted in increased costs to customers that are not representative of the cost of service. Additionally, inconsistent rates may have a larger impact on communities with low income. As of 2023, three of the four private transfer stations that charge more than Metro's fees serve communities with some of the highest percentages of people with low incomes. These communities are in western Washington County and east Multnomah County.

The steps that Metro has taken to improve wet waste rate transparency at private transfer stations have provided estimates, but actual detailed cost data is needed to understand rates charged by private transfer stations and determine if charges are reasonable based on cost of service. The voluntary incentives offered by the goals-based tonnage allocation program to advance rate affordability and consistency have not been effective in encouraging private transfer stations to set rates that are no more than Metro's garbage disposal fee. In the last two years for an average load size of 8 tons, rates ranged from slightly below Metro's fees to as much as 15% above Metro's fees.

Conducting cost-of-service studies and rate reviews of private service providers is a common practice. Oregon Department of Environmental Quality recently completed a cost-of-service study to inform fee development for privately owned material recovery facilities. All local governments in the Metro region conduct rate reviews for garbage hauling services and most companies that own private transfer stations participate in these rate reviews.

If Council Choose to Proceed Towards a Rate Review

If Council wishes to continue toward a cost-of-service study, Metro staff would convene industry, local government, and community with an independent third-party expert to develop a data gathering and cost calculation process. The information would be used to evaluate the cost of service and determine the aggregated cost per ton for wet waste transfer at privately owned transfer stations in the region. The data gathering process will include surveys and interviews, site visits, and review of financial information. Confidentiality and data security procedures will be developed to protect the confidentiality of participant's business data.

The project would include input from industry, government, and community to inform the development of the cost-of-service study. Stakeholders' input will also inform decisions with other related projects including the System Facilities Plan, Tonnage Allocation Program, and Recycling Modernization Act rulemaking. The Regional Waste Advisory Committee would be informed about the study design and resulting aggregated cost-per-ton for wet waste transfer by private transfer stations.

BACKGROUND

In July 2016, to improve overall system function, the Metro Council adopted the Transfer System Configuration Policy and directed the Chief Operating Officer to proceed with its implementation (Resolution 16-4716). The resolution set direction for several policies related to improving the region's garbage and recycling system to better serve the public's interest including an approach to improve transparency of rates charged by both publicly and privately owned transfer stations and a policy to allocate wet waste tonnage on a percentage basis to ensure flow to public transfer stations.

The approach to improve transparency of rates is a three-step process as follows:

- **Step 1:** Estimate the costs of public stations and publish these costs to provide a clear benchmark for local governments in their rate setting process.
- **Step 2:** Conduct a high-level cost study of private wet waste transfer station costs to estimate various components (transfer, transport, disposal) of each station's tip fee. **This did not allow Metro access to an operator's comprehensive financial records at a detailed level.**
- **Step 3:** Conduct a full detailed rate review for wet waste streams at private waste transfer stations, including a detailed review of financial records, to determine costs relative to rates charged.

Metro has accomplished both step 1 and step 2. In 2017, it released cost estimates for private stations and in 2019 Metro completed a cost study of private wet waste transfer costs based on estimates of various components of each station's rate (Step 2 of the Transfer System Configuration Policy to improve rate transparency). Metro staff went to Council in 2019 to seek direction to move to Step 3 (a full rate review of actual costs rather than estimates) because the study based on estimates did not provide sufficient information.

In 2016, staff designed a transparent method to allocate a percentage of the region's wet waste tons to private transfer stations in recognition of the value those stations provide in terms of geographic distribution of services. Following the adoption of the Regional Waste Plan in 2019, Council directed staff to incentivize progress toward achieving five Regional Waste Plan goals through goals-based wet waste tonnage allocations. With this approach transfer stations receive an annual base tonnage allocation and, if they apply for and meet criteria for goals-based tonnage, they receive additional tonnage. One of the five Regional Waste Plan goals is Goal 14 which advances the adoption of rates that are reasonable, regionally consistent, and well understood. The incentive is designed to encourage private transfer stations to advance rate affordability and consistency by charging rates that were no more than Metro's garbage disposal fee.

The voluntary incentives offered by the goals-based tonnage allocation program have not been successful in incentivizing private transfer stations to charge rates that are no more than Metro's garbage disposal fee. In 2022 and 2023, several private transfer stations opted not to meet Metro's

rate and as a result opted not to receive the additional tonnage allocations. In 2022 three transfer stations opted out and this year four transfer stations opted out. As a result, rates currently charged are not regionally consistent. In 2022 rates ranged from slightly below Metro's fees to as much as 15% above Metro's fees for an average load size of 8 tons. This year (2023), rates charged range from slightly below Metro's fees to as much as 6% above Metro's fees.

Key parties with a high level of interest include local governments around the region, both persons and companies in the solid waste and recycling field, both individually and through the Oregon Refuse and Recycling Association (ORRA), and owner/operators of the 6 privately owned transfer stations in our region.

ATTACHMENTS

N/A

[For work session:]

- Is legislation required for Council action? " Yes X No
- If yes, is draft legislation attached? " Yes X No
- What other materials are you presenting today? Legislative issue sheets

**Ordinance No. 23-1503 For the Purpose
of Amending Metro Code Chapters 7.05
(Income Tax Administration) and 7.06
(Personal Income Tax) to Add Certain
Clarifications and Make Housekeeping
Updates**
Ordinances

Metro Council Meeting
Thursday, November 9, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO)	ORDINANCE NO. 23-1503
CODE CHAPTERS 7.05 (INCOME TAX)	
ADMINISTRATION) AND 7.06 (PERSONAL)	Introduced by Chief Operating Officer
INCOME TAX) TO ADD CERTAIN)	Marissa Madrigal in concurrence with
CLARIFICATIONS AND MAKE)	Council President Lynn Peterson
HOUSEKEEPING UPDATES)	

WHEREAS, on December 17, 2020, the Metro Council adopted Ordinance 20-1454, which codified the personal and business income taxes approved by the voters for Metro’s Supportive Housing Services Ballot Measure into new code chapters 7.05 (Income Tax Administration), 7.06 (Personal Income Tax); and

WHEREAS, following codification of the personal and business income taxes, Metro staff consulted with stakeholders, Metro’s tax administrator, and tax experts to establish administrative rules to further implement the income taxes; and

WHEREAS, during the administrative rule adoption process, Metro staff determined that certain clarifications and housekeeping changes were needed to code chapters 7.05 and 7.06; and

WHEREAS, In December 2022, Metro Council adopted Resolution No. 22-5293, which recognizes that certain regulatory code chapters—primarily solid waste and income taxes—require “frequent housekeeping updates to reflect changes in state law and ongoing regulatory clarity,” with annual updates; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Certain sections of Metro Code Chapter 7.05 (INCOME TAX ADMINISTRATION) are amended as set forth in tracked changes in Exhibit A, with underlined text representing inserted text and strikethrough representing deleted text.
2. Certain sections of Metro Code Chapters 7.05 and 7.06 (PERSONAL INCOME TAX) are amended as set forth in tracked changes in Exhibit B, with underlined text representing inserted text and strikethrough representing deleted text.

3. Certain sections of Metro Code Chapter 7.06 (PERSONAL INCOME TAX) are amended as set forth in tracked changes in Exhibit C, with underlined text representing inserted text and strikethrough representing deleted text.

ADOPTED by the Metro Council this 26th day of October 2023.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney

Chapter 7.05 Income Tax Administration for Personal and Business Taxes

1. Amend Section 7.05.170 Return Due Date; Extensions as follows, with underlined text representing inserted text and strikethrough representing deleted text:

(a) – (d) unchanged.

(e) Authority to require filing of returns by electronic means.

1. As used in this section:

A. “Electronic means” includes computer-generated electronic or magnetic media, Internet-based applications or similar computer-based methods or applications.

B. “Paid tax preparer” means a person who prepares a tax return for another or advises or assists in the preparation of a tax return for another, or who employs or authorizes another to do the same, for valuable consideration.

C. “Tax return” means a return filed under the Business Income Tax Law.

2. The Administrator may by rule require a paid tax preparer to file tax returns by electronic means if the paid tax preparer is required to file federal tax returns by electronic means.

3. The Administrator may by rule require that a business subject to the Business Income Tax Law file tax returns by electronic means if it is required to file, or voluntarily files, federal tax returns by electronic means.

4. The Administrator may by rule establish exceptions to the electronic filing requirements of this section.

CHAPTER 7.05
INCOME TAX ADMINISTRATION FOR PERSONAL AND BUSINESS TAXES

1. Amend Section 7.05.270 as follows, with red text representing inserted text and strikethrough representing deleted text:

7.05.270 Penalties for Violations of Personal Income Tax Law

The Administrator will assess the following penalties upon **employers or** personal income taxfilers:

(a) **Failure to File a Correct W-2.** If an employer fails to file a correct W-2 that, along with any other W-2 that must be filed, supports amounts reported on the annual withholding reconciliation return, or amended annual withholding reconciliation return, as required by code, administrative rule, written policy, or form instructions by the date specified, the Administrator will assess a penalty of \$50 for each missing or incomplete W-2.

The Administrator may waive all or any part of the penalty imposed under this subsection on a showing by the employer that there was reasonable cause for the failure to file a correct W-2 when due and that the employer acted in good faith. Before any penalty waiver or reduction, all withholding balances must be paid in full and reconciliations or other forms or reports must be submitted to the Administrator.

(b) Failure to File a Return; Failure to Pay Tax When Due. If a taxfiler fails to file a return or fails to pay a tax by the date on which the filing or payment is due, the Administrator will add a delinquency penalty of:

1. Five percent of the amount of the unpaid tax.
2. An additional penalty of one hundred percent of the unpaid tax of all tax years if the failure to file is for three or more consecutive tax years.
3. For purposes of this section, unpaid tax is the taxfiler's tax liability reduced by payment of tax and any credit against tax that is claimed on the return.

The Administrator may for good cause waive all or any part of the penalty imposed under this subsection according to and consistent with written policies.

(bc) Underpayment of Tax. A penalty will be assessed if a person:

1. Fails to pay at least ninety percent of the total tax liability by the original due date; or
2. Fails to pay at least one hundred percent of the prior year's total tax liability by the original due date.
3. The penalty under subsection (b) is five percent of the tax underpayment, but not less than \$5.

The Administrator may for good cause waive all or any part of the penalty imposed under this subsection according to and consistent with written policies.

(ed) Intent to Evade. If a taxfiler fails to file a return with the intent to evade the tax imposed under this chapter or Chapter 7.06, or a taxfiler prepares or causes to be prepared a return and files that return with the intent to evade the tax imposed under this chapter or Chapter 7.06, the Administrator will impose a penalty in the amount of one hundred percent of any deficiency that the Administrator determines is due.

(de) Substantial Understatement of Tax. If the Administrator determines that there is a substantial understatement of tax due under this chapter or Chapter 7.06, the Administrator will add to the amount of tax required to be shown on the return a penalty equal to twenty percent of the amount of any underpayment of tax attributable to the understatement.

1. For purposes of this subsection, a substantial understatement of tax exists if the amount of the understatement exceeds \$1,000 of tax otherwise due.

2. In the case of any item attributable to an abusive tax shelter: no reduction of the amount of the understatement will be made with regard to that item regardless of the existence of substantial authority for the treatment of the item by the taxfiler; and, no reduction of the amount of the understatement will be made with regard to that item regardless of the disclosure of the facts affecting the tax treatment of the item unless, in addition to the disclosure, the Administrator determines in the Administrator's sole discretion, that the taxfiler reasonably believed that the tax treatment of the item was more likely than not the proper treatment. This chapter expressly adopts the definitions contained in ORS 314.402 and the administrative rules thereunder.

3. The Administrator may waive all or any part of the penalty imposed under this subsection on a showing by the taxfiler that there was reasonable cause for the understatement or any portion thereof, and that the taxfiler acted in good faith.

(ef) Frivolous Return Position. If the Administrator determines that taxfiler has taken a frivolous position in preparing the taxfiler's tax return, the Administrator will add a \$500 penalty to the amount of tax required to be shown on the tax due under this chapter or Chapter 7.06. For purposes of this subsection, a tax return position is considered frivolous if a taxfiler does not provide information on which the substantial correctness of the self-assessment may be judged or if the tax return contains information that on its face indicates that the self-assessment is substantially incorrect. Examples of "frivolous positions" as provided in Oregon Administrative Rule 150-316-0652(2) are adopted by direct reference, but are not a definitive list of those positions.

(fg) Failure of Administrative Compliance. The Administrator may impose a penalty of up to \$500 for the following violations of this chapter:

1. Failure to file any tax return within 60 days of the Administrator's original written notice to file;
2. Failure to pay any tax within 60 days of the Administrator's original written notice for payment;
3. Failure to provide either documents or information as required by this chapter or Chapter 7.06 within 60 days of the Administrator's original written notice to provide the documents or information;
4. Failure to fully complete any form required under the Personal Income Tax Law; or

5. Failure to fully comply with the requirements of any section of Chapter 7.05 or Chapter 7.06 unless the section has a separate penalty calculation.

The Administrator may impose a civil penalty under this subsection only if the Administrator gave notice of the potential for assessment of civil penalties for failure to comply or respond in the original written notice. The Administrator may waive all or any part of the penalty imposed under this paragraph on a showing by the taxfiler that there was reasonable cause for the Failure of Administrative Compliance, and that the taxfiler acted in good faith.

(gh) Penalties cumulative. Each penalty imposed under this section is in addition to any other penalty imposed under this section.

(hi) The provisions set forth in Metro Code Chapter 2.03 do not apply with respect to any penalty that maybe be assessed under this chapter or the Personal Income Tax Law.

CHAPTER 7.06 PERSONAL INCOME TAX

2. Amend Section 7.06.130 as follows:

7.06.130 Withholding Reconciliation by Employer for Payment of Withheld Tax

(a) Quarterly Withholding Reconciliation. On or before the last day of the month following the quarter in which withholdings pursuant to 7.06.120(a) have been made, the employer must file a quarterly tax report. If the due date is on a weekend or federal holiday, the report is due the next business day.

(b) Annual Withholding Reconciliation. On or before the last day of January following any calendar year in which withholdings pursuant to 7.06.120(a) have been made, the employer must file with the Administrator a reconciliation of taxes withheld and taxes remitted. If the due date is on a weekend or federal holiday, the reconciliation is due the next business day.

(c) The Administrator will determine by administrative rule, **written policy, or published guidelines** the required format and information necessary to comply with subsections (a) and (b) above.

CHAPTER 7.06 PERSONAL INCOME TAX

1. Amend Section 7.06.090 as follows, with **red** text representing inserted text and ~~strikethrough~~ representing deleted text.
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7.06.090 Deduction for Pass-through Income

- (a) A taxfiler is allowed a deduction from taxable income for pass-through income subject to tax under Metro Chapter 7.07 Business Income Tax. Pass-through income comes from a business whose net income is taxed on the owners' or partners' personal tax returns. This includes, but is not limited to, entities taxed as partnerships and S corporations.
- (b) The deduction amount allowed in subsection (a) is the individual owners' or partners' distributive share of income **apportionable to Metro** on the **pass-through entity's** Metro Business Income Tax return, as calculated and reported to the owner or partner by the business. **The administrator will provide guidance in calculating this amount. If the Metro Business Income Tax return has not been filed for the relevant tax year, then no deduction is allowed.**
- (c) If the taxable income per the Metro Business Income Tax return is zero, **or a net operating loss**, the taxfiler is not allowed a deduction **under subsection (a)**. **The amount of the deduction cannot exceed the amount determined under subsection (b).**
- (d) A taxfiler is allowed a deduction for a pass-through net operating loss from a business subject to tax under Metro Code Chapter 7.07, Business Income Tax.**
- (e) The deduction amount allowed in subsection (d) is limited to the current year's pass-through net operating loss included in Oregon taxable income for a resident or Metro sourced income for a nonresident. This net operating loss can only be used in the current year and cannot be carried to any other year to be used as a deduction. Any carryover deduction of this net operating loss included in federal or Oregon taxable income in another tax year must be added back to the extent it is included in federal or Oregon taxable income.**
- (f) A taxfiler is allowed a deduction for a pass-through net operating loss or net operating loss deductions from businesses not subject to tax under Metro Code Chapter 7.07, Business Income Tax.**
- (g) The deduction amount allowed in subsection (f) is limited to the pass-through net operating loss or net operating loss deduction included in Oregon taxable income for a resident or Multnomah County sourced income for a nonresident.**

(h) Passive activity losses that are not from a pass-through entity will be treated similarly to Oregon for personal income tax purposes to the extent they are included in Oregon taxable income or, for a nonresident, included in County sourced income.

IN CONSIDERATION OF ORDINANCE 23-1503, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTERS 7.05 (INCOME TAX ADMINISTRATION) AND 7.06 (PERSONAL INCOME TAX) TO ADD CERTAIN CLARIFICATIONS AND MAKE HOUSEKEEPING UPDATES.

Date: October 9, 2023
Department: Finance & Reg. Services
Meeting Date: October 26, 2023

Presenter(s), (if applicable): Justin Laubscher, Tax Compliance Program Manager; Josh Harwood, Fiscal & Tax Policy Director
Length: 20 minutes

Prepared by: Justin Laubscher

ISSUE STATEMENT

Through the course of 2022 and 2023 Metro has continued work on implementation of the Supportive Housing Services tax collection system with the tax administrator, the City of Portland. As part of the ongoing maintenance of the income tax system, staff works to identify portions of the tax code and administrative rules that could be clarified or to help more efficiently collect the taxes. Because the current code does not explicitly address these issues or provide guidance to tax practitioners, staff is proposing code amendments to codify these items. Three sections of the tax code have prompted discussions and comments.

- **E-Filing Mandate.** Metro would like to increase the number of tax returns filed electronically by implementing a mandate for electronic filing to expedite processing of tax returns, reduce data entry errors, and allows issuance of refunds sooner. This ordinance will authorize Metro to implement a mandate by administrative rule. The administrative rules would allow the Administrator to phase-in in a manageable manner that accommodates taxpayers, tax preparers, tax software vendors, and City of Portland resources. This aligns with how the State implemented its electronic filing mandate. Metro has been working closely with the City of Portland and Multnomah County with the intent to implement this mandate uniformly with all three tax entities. It is Metro's intent to implement these requirements beginning with the 2024 tax year (tax returns generally due in April of 2025).
- **Employer Penalties for Incorrect Withholding.** Currently, neither Metro's withholding tax code nor administrative rules specify that employers must submit accurate annual wage and tax statements (Form W-2s). Without specifying that employers may be penalized for submitting incorrect information, the administrator lacks a tool to enforce requests made to employers to provide accurate and/or corrected wage statements (Form W-2Cs).

- **Pass-Through Entity Deduction.** Metro and Multnomah County personal income tax programs allow a deduction for previously taxed income from pass-through entities (PTEs). However, the code and rules do not provide clear and complete guidance for all tax situations. The proposed amendment will provide further clarification for both tax preparers and tax filers.

ACTION REQUESTED

Staff requests that Metro Council adopt Ordinance No. 23-1503.

IDENTIFIED POLICY OUTCOMES

The Metro income tax codes (Chapters 7.05, 7.06, and 7.07 collectively) codify certain provisions of the Supportive Housing Services Measure approved by the voters. The proposed amendments to the Metro income tax codes will further clarify the intent of the code adopted in December 2020. These chapters established code requirements to implement the taxes imposed by the measure in an effective and efficient manner.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Adopt this ordinance. This results in more clarity in the income tax codes, which guide the tax collection system.
- Adopt this ordinance with revisions or modifications as described by Council.
- Reject this ordinance with other direction to staff. The existing income tax code would remain in place, but proposed amendments would not be made.

STAFF RECOMMENDATIONS

Staff recommend that Metro Council adopt Ordinance No. 23-1503.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

E-Filing. Most federal and Oregon tax returns are prepared electronically as it facilitates the ease of tax return preparation and filing. An e-file mandate will encourage tax software developers to write software that accommodates the electronic filing of Metro tax returns which in turn will provide taxpayers with the same ease of tax return preparation and filing.

Not all Metro tax returns are available from software providers to tax filers and tax preparers which impacts the ability to file electronic tax returns. The federal government and the State of Oregon (State) both experienced this issue when they began accepting electronically filed tax returns. They implemented mandates requiring that certain taxpayers and tax preparers file tax returns electronically. Over time, this resulted in more federal and state tax returns and forms being filed electronically.

Employer Penalties for Incorrect Withholding. The Administrator reports seeing employers submit W-2s along with their annual reconciliation withholding return (AWR) reporting the number of W-2s issued. Later in the following year, the business will amend their prior year quarterly return and AWR but will not include the updated form W-2Cs. Without supplying the Form W-2Cs, there is no precise way to determine the accuracy of the

withholding claims. Requiring accurate and complete W-2s to be filed when the annual reconciliation is due and additionally when the return is amended addresses this concern. These proposed withholding enforcement penalties would not have a material impact on Metro collections revenue or expenses.

Pass-through entity deduction. Unlike the federal government and Oregon's tax treatment of pass-through entities, Metro, Multnomah County, and the City of Portland impose their business income taxes on pass-through entities doing business within our jurisdictions. Metro and Multnomah County adopted personal income taxes by tying to Oregon's personal income tax law as the starting point. This tie means that pass-through entity income is initially included in income reported on these returns. Adjustments are allowed to avoid double taxation.

While developing rules for the personal income tax programs Metro, Multnomah County, and the City of Portland determined that for pass-through entities (PTEs) that were subject to the business income taxes, net operating losses (NOL) incurred remained with the business entity. Since the PTE carries over and uses the loss the individual owner is not entitled to use the same loss. To the extent a PTE's loss is reported on the federal and state personal income tax returns, it must be added back to zero out the loss. It is not allowed to reduce any other income of the individual.

Prior to, and throughout the tax filing season, tax professionals inquired about the proper treatment. Some have suggested not allowing the use of NOLs and NOL deductions by the owner results in double taxation. Others have expressed concern that they receive no benefit of an NOL or the NOL deductions use. The latter reflects what actually occurs.

Data to determine PTE deduction revenue collection impacts is not available because the deduction occurs on the state return and then "flows through" to the Metro return as part of Metro taxable income. Staff considered options and determined that the best course of action was codifying the allowance of a deduction with adjustments to avoid double taxation when multiple tiers of PTEs are involved. Staff also ensured that the deduction should not exceed the individual taxpayer's share of distributive income from the PTE included in the return.

Council Procedures Update
Other Business

Metro Council Meeting
Thursday, November 9, 2023

2023 COUNCIL PROCEDURES UPDATE

Date: October 30, 2023
Department: Council Office
Meeting Date: November 9, 2023

Prepared by: Anne Buzzini
Presenters: Anne Buzzini (she/her),
Metro; Ina Zucker (she/her), Metro
Length: 30 minutes

ISSUE STATEMENT

Council procedures are a set of guidelines that reflect current Metro Council operations and expectations. A shared understanding of these operations and expectations supports efficient and consistent meetings, delineates policymaking roles from operational roles, promotes a culture of respect amongst Councilors and with Metro staff, and provides clear instructions to members of the public seeking to offer testimony.

The most recent Council procedures were adopted in 2013 (Attachment 2). As a best practice, Council procedures should be reviewed and updated regularly to ensure they are understood by all Councilors and to reflect changes in practices.

The attached discussion draft (Attachment 1) revises the 2013 procedures to describe existing Metro Council procedures more plainly and concisely, so that expectations for Councilors, staff, and the public are more easily understood. Technical updates to the procedures reflect current practices, such as the use of virtual meetings and adjusted timelines for submitting meeting materials.

Staff circulated and updated draft in the summer of 2023 and received feedback from several Councilors. Newly proposed additions in the discussion draft seek to capture that feedback and are intended to foster respectful relationships among Councilors and with Metro staff. The new proposals ask that Councilors communicate in advance any virtual attendance, absence, or proposed changes to legislation and that staff comply with updated requirements for submitting materials. The proposals include the following commitments and expectations:

- Councilors will receive meeting materials at least 48 hours prior to meetings
- Councilors will notify the Council President at least 24 hours in advance of their absence or virtual attendance, with a reason for the absence or virtual attendance
- The Council President has discretion to cancel meetings or change in-person or hybrid meetings to virtual, if fewer than four Councilors will be present in-person, particularly when absences or virtual attendance are not communicated in advance
- Councilors will notify the Council President 24 hours prior to a meeting if they intend to object to an item on the consent agenda or make an unanticipated motion on a matter
- Councilors attending a meeting virtually will keep their cameras on for the entire meeting

ACTION REQUESTED

Staff seeks feedback on the current discussion draft to inform a revised draft for future Council adoption.

IDENTIFIED POLICY OUTCOMES

Updated Council procedures that reflect current practices provide clear guidance to the Metro Council, Metro staff, and the public. Furthermore, review and consideration of Council procedures provides an open forum for the Council to discuss and debate their preferred expectations. In ultimately adopting updated Council procedures, Council will renew this social contract.

POLICY QUESTION(S)

- Is the level of detail in the procedures sufficient to answer questions you may have about the administration of Council meetings and work sessions?
- Do the proposed changes to the Council procedures reflect your expectations and values?
- Are there additional expectations or practices that should be added to the procedures?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Metro Code 2.01 directs the Metro Council to adopt a resolution(s) that establishes additional Council procedures¹. To comply with code requirements, Council may:

1. Adopt changes to the procedures that reflect current practice (e.g., meeting times), but not additional expectations.
2. Adopt changes to the procedures that reflect current practices and additional expectations for attendance and communication, as described above.

If Council does not adopt procedures by resolution, the procedure will default to *Robert's Rules of Order, Newly Revised*. The existing 2013 Council procedures do not reflect current practice.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro Code 2.01, *Council Organization and Procedures*, provides detailed information about the roles of the Council, the Council President, and the Chief Operating Officer. The code also describes some, but not all, aspects of Council administration. The code requires specific procedures be established by resolution(s) (see footnote).

Procedural matters not addressed by Metro Code of Council procedures are governed by Robert's Rules of Order, Newly Revised, are available to the public for free.

Legal Antecedents

Metro Code, 2.01, *Council Organization and Procedures*; Oregon Public Meetings Law, ORS 192.610-192.710

Anticipated Effects

Provide clarity to Councilors, staff, and the public about the procedures that govern Council meetings and work sessions.

BACKGROUND

Metro Code 2.01, *Council Organization and Procedures*, details the legal requirements for conducting Council business and obligates Council to adopt a resolution that establishes additional Council procedures, including public testimony, debate, and the introduction and consideration of ordinances and resolutions.

The Council Procedures were last formally updated in 2013. In 2020, Metro Council President issued a memo providing direction to staff about the procedures that govern Council business, but that memo was not adopted by a resolution (Attachment 3).

ATTACHMENTS

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☐ Yes ☒ No
- What other materials are you presenting today?
 - Attachment 1: Discussion draft of 2023 Council Procedures
 - Attachment 2: 2019 Council Procedures Memo
 - Attachment 3: 2013 Council Procedures
 - Attachment 4: Robert's Rules: Making Motions Guide

ⁱ Rules for placing items on the consent agenda (Metro Code 2.01.130(c))

Introduction and consideration of ordinances and resolutions (Metro Code 2.01.070(c) and (Metro Code 2.01.080(d))

General order of business for meetings (Metro Code 2.01.130(a))

Rules governing work sessions (Metro Code 2.01.035)

Rules governing conduct of debate (Metro Code 2.010.090(e))

Rules and procedures for communications from the public (Metro Code 2.01.120)

PART 1 – COUNCILOR RESPONSIBILITIES

I. Presiding Officer

See Metro Code 2.01.010

The presiding officer conducts all meetings, preserves order, and enforces the rules of the Council. If the Council President and the Deputy are both absent and unable to designate another Councilor as the presiding officer, the Council will decide amongst themselves.

II. Council Liaisons

The Council President appoints liaisons to committees or other roles required by the Metro Charter, Metro Code, ordinance, or other legal agreement. A majority vote of the Council confirms these roles. If the Council President assigns Councilors as liaisons to committees or other roles not legally required, the Metro Council does not need to confirm the liaison with a majority vote.

Councilors have two primary duties in serving as liaisons:

- A. Council Representation. Councilors represent the Metro Council by reporting Council votes and policy direction. If the Council's official position is unknown or unclear, the liaison may request that the item be placed on a work session agenda.
- B. Councilor Communication. Councilors periodically report significant committee or project activities and milestones to the Council during Councilor Communication at work sessions and Council Meetings. Councilors may request staff assistance to accomplish reporting responsibilities, or the Chief Operating Officer may provide updates during Chief Operating Officer Communication.

III. Councilor Conduct with Metro Staff

The Council will support the work of operational departments in a spirit of mutual confidence and support, and they will respect staff roles and responsibilities if expressing criticism in public meetings or in public communications.

- A. Operational Responsibilities. Councilors will respect the separation between the Council's role and the Chief Operating Officer's role by limiting individual contacts with staff to those that do not interfere with routine administration. Staff are encouraged to support Councilors' understanding of issues by offering or requesting Councilor briefings and do not need prior approval from the Chief Operating Officer to do so.
- B. Reasonable Council Requests for Staff Assistance. Reasonable requests for additional information, research, or policy development are those that require no more than two hours of staff time, excluding Council Office staff. Councilors should share the additional information they receive with other Councilors.
- C. Council Direction for Additional Staff Assistance. Councilors will respect the authority of the Chief Operating Officer, Metro managers, and staff workloads by demonstrating the support of four Councilors (including themselves) when requesting policy research or development that will exceed two hours of staff time.

PART 2 – LEGISLATIVE PROCESS

I. Ordinances and Resolutions

Metro Code 2.02.070

An ordinance or resolution may be introduced by the Council, a Councilor or Councilors, the Auditor, or the Chief Operating Officer with the concurrence of the Council President. The Chief Operating Officer may introduce legislation on behalf of Metro departments or committees.

- A. Introduction. Each ordinance or resolution shall designate the person or persons introducing it. Under Metro Code, the Council President may direct staff to read ordinances only by title, but Councilors may require a full reading by request.
- B. Consideration. Ordinances and resolutions will be placed on a Council agenda at the discretion of the Council President.

II. Agenda and Calendar

Metro Code 2.01.060

The Council clerk maintains a draft calendar of upcoming work session and regular meeting agenda items and shares it with Councilors and senior staff weekly. The clerk provides legislation numbers once items are approved to appear on the calendar, and titles are approved by the clerk in consultation with the Office of Metro Attorney.

- A. Regular Meetings and Work Sessions. The Council President sets the regular meeting and work session agendas based on requests from Councilors, the Auditor, and the Chief Operating Officer.
- B. Consent Agendas. Routine business, not including ordinances, may be placed on the consent agenda. Staff may request that items they submit be placed on the consent agenda, and the Council President has final approval over what is placed on the consent agenda. Councilors do not need to make a motion to remove an item from the consent agenda at a meeting, however, Councilors should provide 24 hours' notice to the Council President 24 if they intend to object to ensure an efficient meeting.

III. Filing Requirements

To ensure the Council has adequate time to review information prior to work sessions and regular meetings, staff must submit materials for agenda items in a timely fashion.

- A. Submission of Materials. Staff must submit materials for an agenda item at least 13 business days before the scheduled work session or regular meeting. The materials must include all legislation, worksheets, and supporting documents. The Council President may waive these deadlines and establish additional requirements for materials.
- B. Availability of Materials. Approved materials must be provided to Council no later than 48 hours in advance of a work session or regular meeting.

PART 3 – MEETINGS OF THE METRO COUNCIL

I. Attendance

Metro Code 2.01.055

Councilors are encouraged to attend all meetings of the Metro Council in-person and are permitted by Metro Code to attend virtually. To demonstrate respect for Metro staff, presenters, community members, and other Councilors, absences and virtual attendance should be communicated in advance.

- A. Notification of Absence or Virtual Participation. When practicable, Councilors are expected to provide 24 hours' notice and a reason for absence or virtual participation by communicating with the Council President, Chief Operating Officer, or Council clerk. The Council President will inform the Deputy Council President of absence or virtual participation at least 24 hours in advance.
- B. Expectations for Virtual Attendance. Councilors are expected to fully participate when attending meetings virtually by ensuring their cameras are on for the duration of the meeting. If a Councilor will be off camera for more a few minutes, they will notify the Council clerk of the reason for and expected length of the interruption.
- C. Lack of In-Person Quorum. To provide a more engaging and respectful environment for staff, presenters, and the public, the Council President may change the format of in-person or hybrid meetings if fewer than four Councilors will attend in-person. The Council President may use their discretion to cancel or change meetings to entirely virtual, particularly in instances when absences or virtual attendance were not communicated in advance.

II. Decorum

Councilors, staff, and attendees at public meetings will follow the directions of the Council President to maintain order and decorum and will direct discussion to the matter at hand. Meeting attendees may be removed from the chamber by the Council President or a majority of the Council present if they:

- A. Inappropriate Language. Use unreasonably loud or disruptive language, including offensive remarks or actions that are threatening or abusive.
- B. Noise. Make loud or disruptive noise, including applause.
- C. Violence. Engage in violent or distracting action.
- D. Property Damage. Willfully injure furnishings of the Council chamber.
- E. Refusal to Obey. Refuse to obey an order of the Council President or a majority of the Council present.
- F. Occupancy. Exceed the occupancy or seating capacity of the chamber or venue.

III. Regular Meetings

Metro Code 2.01.030 and 2.01.130

The Metro Council meets in regular session Thursdays at 10:30 a.m. unless otherwise arranged. On occasion, regular meetings will be held immediately after work sessions and noticed as special meetings.

- A. Order of Business. The Council President establishes the agenda for regular meetings as follows:
 - 1. Call to Order
 - 2. Public Communication to the Council
 - 3. Special Presentations
 - 4. Consent agenda, including approval of minutes
 - 5. Resolutions
 - 6. Ordinances
 - a. First Readings
 - b. Second Readings
 - 7. Orders
 - 8. Other Business
 - 9. Chief Operating Officer Communication
 - 10. Councilor Communication
 - 11. Adjourn
- B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the meeting.
- C. Special Meetings. In the event that Metro Council holds a regular meeting following a work session, typically held at 10:30 a.m. on Tuesdays, the meeting will be noticed as a special meeting in accordance with Metro Code and Oregon Public Meetings Law.
- D. Additional Work Session. On occasion, Metro Council may hold a work session following adjournment of a regular meeting. These work sessions will be noticed following the typical process.

IV. Rules of Procedure

Metro Code 2.01.090

Unless otherwise provided in Metro Code or other rules adopted by the Council, regular meetings are governed by Robert's Rules of Order, Newly Revised. The Metro Attorney is the designated parliamentarian for the Council and will provide interpretation to the Council as requested by the Council President.

- A. Roll Call Votes. Unless otherwise provided in Metro Code, the clerk will call the roll in no particular order to allow each Councilor an equal opportunity to vote first, except for the Council President, who always votes last.
- B. Motions. Councilors who intend to make a motion not included in the agenda will, to the extent possible, provide 24 hours' notice of proposed changes to the Council President and members of the Council, the Chief Operating Officer, and relevant Metro staff.

IV. Public Communication

Metro Code 2.01.120

Members of the public are encouraged to provide written and oral testimony related to both agenda items and non-agenda items. At the beginning of each Council meeting, the Council President or the clerk will describe the process for providing oral testimony.

- A. Written Testimony. The clerk shares all electronic or written testimony received 24 hours prior to a meeting with the Metro Council in advance of that meeting. Written testimony on agenda items and non-agendas may be submitted at any time.
- B. Testimony Related to Non-Agenda Items. At the beginning of each Council meeting, the Council President will offer an opportunity to provide oral testimony related to non-agenda items.
- C. Testimony Related to Agenda Items. If an agenda item does not already include a public hearing or public comment opportunity, the Council President may open testimony at the beginning of agenda items for members of the public who wish to speak. The Council President may also, in their discretion, instead open testimony for both agenda and non-agenda items at the beginning of the meeting.
- D. Public Testimony on Ordinances. A public hearing may be provided prior to the first reading of an ordinance, but it is not required by Metro Code. If the Council President waives a public hearing prior to the first reading of an ordinance, individuals may testify at the beginning of the Council meeting.
- E. Providing Oral Testimony. Testifiers should consider the following guidelines when addressing the Metro Council:
 - 1. Testifiers will be called to speak in the order the Council President deems best.
 - 2. Testifiers may appear only once on each separate matter before the Council.
 - 3. Testifiers will be limited to three minutes of testimony, not including answers to questions from Councilors. If many people wish to testify, the Council President may limit testimony to less than three minutes. Changes to the time limit for testimony will be announced before anyone begins.
 - 4. Testifiers should begin by stating their name for the record but are not required nor encouraged to share their home address.
 - 5. Testifiers do not need to formally address the Council President and Councilors before beginning their testimony.
 - 6. Testifiers shall avoid providing repetitive or unrelated testimony.
- F. In-Person Testimony. Those testifying in person must fill out a testimony form and return it to the clerk prior to the start of the meeting. When called, testifiers should use the seat provided for public testimony.
- G. Virtual Testimony. The Council President or clerk will provide instructions to those testifying virtually, based on the technology used to participate.

V. Work Sessions

Metro Code 2.01.035 and 2.01.040

The Metro Council meets in work session on Tuesdays at 10:30 a.m. unless otherwise arranged. On occasion, work sessions may be held after a regular meeting.

A. Order of Business.

1. Call to Order
2. Items for Council Consideration
3. Chief Operating Officer Communications
4. Councilor Communications
5. Adjourn

B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the work session.

PART 5 – REVIEW OF COUNCIL PROCEDURES

The Council will review these rules each calendar year following an election for Metro Council President. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by five Councilors. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

EXHIBIT A
GENERAL RULES OF PROCEDURE FOR THE METRO COUNCIL

To conduct Council business in an orderly and expeditious manner the following general rules of procedure are established:

1. All meetings of the Metro Council shall be noticed and held in accordance with Oregon Public Meetings Law (ORS 192.610-192.710). Meetings will be held in open session, except for those that may be closed for purposes specified by law. Cancellations of any open meeting will be noticed twenty-four (24) hours in advance.
2. The Council President shall act as presiding officer at all open sessions. The presiding officer shall conduct all meetings, preserve order and enforce the rules of the Council. In the absence of the Council President, the Deputy Council President shall preside. In the absence of both the Council President and Deputy Council President, the Council President shall appoint a Councilor to preside. If the Council President is unable to appoint in his/her absence, the Council shall amongst themselves designate a temporary presiding officer.
3. Order and decorum shall be preserved during all public meetings. Councilors will direct discussion to the matter at hand and attendees, including staff present, will abide by the directions of the presiding officer. At the direction of the presiding officer, or by a majority of the Council present, the Council may remove anyone from the Council Chamber for the duration of the meeting if the following conduct is observed:
 - I. Use of unreasonably loud or disruptive language, including personal, offensive or slanderous remarks, or actions that are boisterous, threatening or personally abusive.
 - II. Making of loud or disruptive noise, including applause.
 - III. Engaging in violent or distracting action.
 - IV. Willful injury of furnishings or of the interior of the Council Chamber.
 - V. Refusal to obey the rules of conduct provided herein, including the limitations on occupancy and seating capacity.
 - VI. Refusal to obey an order of the presiding officer or an order issued by a Councilor which has been approved by a majority of the Council present.
4. Councilors shall inform the Council President and Chief Operating Officer if they are unable to attend any open meeting of the Council. The Council President shall inform the Deputy Council President and Chief Operating Officer regarding any absence by the Council President. If unavailable to attend in person, members of the Council may participate in an open meeting via electronic communication, where not prohibited by superseding law or statute. A majority of the Council must be physically present at any special or regular meeting for a quorum to exist.
5. In the case of an emergency, an emergency meeting may be called by the Council President or by consent of all available Councilors, upon such notice as is appropriate to the circumstances. The minutes of the emergency meeting shall describe the emergency justifying less than 24 hours notice, and Metro staff shall attempt to contact the media and other interested persons to inform them of the meeting. Councilors are responsible to inform staff of how they may be reached when out of town. An emergency meeting may be conducted by electronic means so long as the meeting is held consistent with Oregon Public Meetings Law.

6. As provided in Section 2.01.001(b) of the Metro Code, a majority of the members of the Metro Council holding office constitutes a quorum.
7. The Metro Council will meet in regular session every Thursday, beginning at 2:00 p.m. unless otherwise arranged.
8. The Metro Council will meet in work session, conducted on an as-needed basis, on Tuesdays, beginning at 2:00 p.m., unless otherwise arranged.
9. The Metro Attorney is designated as parliamentarian for the Council. Questions of parliamentary rules may be referred to the Metro Attorney, or his/her designee, through the presiding officer for interpretation.
10. Except as otherwise provided in Metro Code, or rules adopted by the Council, all business meetings of the Council shall be governed by Robert's Rules of Order, newly revised.
11. All Councilors have a right to debate each matter brought before the Council. There shall be a question before the Council prior to debate on any matter. On each matter brought before the Council for a decision, the presiding officer shall ask for a motion on the matter which must be seconded for it to be a proper question.
12. A Councilor speaking on a motion shall confine his or her remarks to the matter under consideration by the Council and shall avoid repetition and unrelated comment.
13. A Councilor may speak once for up to five (5) minutes on each main motion and substantive amendment to a main motion before the Council. A Councilor may speak more than the allotted time with unanimous consent of the Council or with consent of the presiding officer. A member may be permitted to speak a second time to clear up a matter of fact, to explain a point misunderstood, to clear up a question that has arisen in the debate, or to explain a vote on a motion. A Councilor may be recognized by the presiding officer to question any person appearing before the Council. When a Councilor has been recognized he or she is considered to have the floor and need not be recognized for each subsequent question until he or she is finished with the questioning.
14. The Councilor who moves a matter before the Council is entitled to close the debate after other Councilors wishing to speak have spoken. The closing comments shall be limited to three (3) minutes unless extended by unanimous consent of the Council or with consent of the presiding officer.
15. The affirmative action of four (4) or more Council members shall be necessary to decide any question before the Council, where not otherwise indicated. The Chief Operating Officer, or his/her designee, shall call the roll, and the order of voting shall be rotated on each question such that each Councilor, excluding the presiding officer, has an equal opportunity to vote first. In all instances, the presiding officer shall vote last.
16. The Council shall review these rules at least once every four (4) years. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by two-thirds of the Council. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

EXHIBIT B
RULES OF PROCEDURE RELATING TO COMMUNICATIONS FROM THE PUBLIC

The Council shall encourage the appearance of members of the public both for matters on the agenda and not on the agenda. To facilitate the orderly transaction of business, the following procedures shall apply for matters other than those in which the Metro Council is acting in a quasi-judicial capacity:

1. At the beginning of each Council meeting and periodically during the meeting, the presiding officer shall announce that public testimony is allowed on matters before the Council and shall instruct members of the public to fill out sign-up cards and submit them to the Chief Operating Officer, or his/her designee. The sign-up card shall indicate the name and address of the person to testify, the agenda item on which the person wishes to speak and whether the person is speaking in favor or against the matter before the Council.
2. A member of the public may appear only once on each separate matter before the Council and shall be limited to three (3) minutes of testimony, exclusive of answers to questions from Councilors. A member of the public may speak more than once and longer than the three (3) minutes with unanimous consent of the Council or with consent of the presiding officer. On items for which there is a significant number of members of the public present to testify, in order to conduct Council business in an orderly and expeditious manner, the presiding officer retains the right to limit individual testimony to less than three (3) minutes. Any such limit to testimony shall be prescribed before any testimony is heard on the matter at hand and shall apply to all individuals testifying.
3. On matters before the Council on which a decision is to be made, the presiding officer shall call persons to testify in whichever order he or she determines is best. The presiding officer shall request members of the public to avoid providing repetitive and unrelated testimony.
4. The presiding officer shall inform members of the public to address the Council from the rostrum or table after first gaining recognition of the presiding officer and stating his or her name for the record.

EXHIBIT C
RULES OF PROCEDURE FOR CONSIDERATION OF ORDINANCES AND RESOLUTIONS

1. Introduction: An ordinance or resolution may be introduced by the Council, a Councilor or Councilors, the Auditor, or the Chief Operating Officer with the concurrence of the Council President. The Chief Operating Officer may introduce legislation on behalf of Metro departments or committees. Each ordinance or resolution shall designate the person or persons, introducing the ordinance or resolution.
2. Filing: All legislation shall be filed with the Chief Operating Officer or his/her designee, who shall assign numbers and approve titles for all proposed ordinances or resolutions. The Council President may establish requirements for filing supporting materials with ordinances and resolutions to assist the Council in deliberating on matters brought before it. A proposed ordinance shall be filed at least ten (10) days prior to the next regular Council meeting for which it is requested to be considered for first reading. A proposed resolution shall be filed at least ten (10) days prior to consideration by the Council. The Council President may waive filing deadlines.
3. Placement on Agenda: An ordinance or resolution filed pursuant to Section Two of this Exhibit and in proper form (including all required supporting materials) shall be 1) in the case of an ordinance, placed on the next available Council agenda for first reading; or, 2) in the case of a resolution, filed with the Chief Operating Officer or his/her designee and placed on a Council agenda at the discretion of the Council President. The Chief Operating Officer or his/her designee shall notify Councilors and the Chief Operating Officer on a weekly basis of the status of placement of ordinances and resolutions on the agenda.

EXHIBIT D
RULES ESTABLISHING THE GENERAL ORDER OF
BUSINESS FOR COUNCIL WORK SESSIONS

1. The primary purpose of Council work sessions is to provide the Council the opportunity to receive and consider information on issues of interest to the Council in a public meeting. In addition to discussing issues, receiving briefings and status reports, etc., the Council may discuss and vote on matters that have been filed for its consideration and which otherwise comply with Oregon law and Metro ordinances and rules.
2. The general order of business for Council work sessions will be as follows:
 - I. Call to Order
 - II. Chief Operating Officer Communications
 - III. Items for Council Consideration
 - IV. Councilor Communications
3. The Council President shall set the agenda for the work sessions from items requested by a Councilor or Councilors, the Auditor, or the Chief Operating Officer. The Council President has the authority to determine whether and when to schedule an item for a work session.
4. Requests for an item to be included on a work session agenda and materials to be included in the agenda packet for a work session shall be filed with the Chief Operating Officer, or his/her designee, at least eleven (11) business days prior to the work session, with final materials prepared and submitted seven (7) business days prior; a Councilor, however, may request at a work session that an item be included on the agenda for the following week's work session. The Council President may waive the filing deadline.

EXHIBIT E
RULES ESTABLISHING THE GENERAL ORDER OF
BUSINESS FOR COUNCIL MEETINGS

1. The general order of business for regular Council meetings shall be as follows:
 - I. Call to Order
 - II. Citizen Communications to the Council
 - III. Special Presentations
 - IV. Consent Agenda
 - V. Approval of Minutes
 - VI. Ordinances
 - a. First Readings
 - b. Second Readings
 - VII. Orders
 - VIII. Resolutions
 - IX. Other Business
 - X. Chief Operating Officer Communications
 - XI. Councilor Communications
 - XII. Adjourn
2. The Council President shall follow the above general order of business in preparing regular Council meeting agendas.
3. The Council President may change the order of business in preparing a regular Council meeting to meet special circumstances and shall notify the Council of such change in the general order of business at the beginning of the Council meeting.

EXHIBIT F
RULES OF PROCEDURE AND CRITERIA FOR THE CONSENT AGENDA

The following criteria and procedures shall apply to the Consent Agenda:

1. Agenda items may be placed on the Consent Agenda at the discretion of the Council President, subject to the requirements of this section. The party filing an item for Council consideration may request that it be placed on the Consent Agenda if no public hearing before the Council is required by law or Metro ordinance.
2. A Consent Agenda may only be presented at a regular Council meeting and shall be included as part of the regular meeting agenda.
3. The Council President shall have final approval of which items shall be placed on the Consent Agenda.
4. If a Councilor objects to any item on the Consent Agenda, that item shall be removed from the Consent Agenda and placed on the regular agenda of the Council at a time or place to be determined by the Council President.

EXHIBIT G
RULES OF PROCEDURE FOR COUNCIL LIAISONS

1. To facilitate the exchange of information and provide Council policy direction, the Council President may assign a councilor or councilors to liaise with an advisory committee, internal or external project, or other body. A Council liaison creates an effective communication link between a committee or project and the Metro Council and, if needed, provides recurring policy guidance in line with a policy position the Council has taken. Liaison assignments reflect a division of labor among members of the Council, as Councilors' time is limited.
2. Liaisons shall be assigned to committees or roles required by the Metro Charter, Code, ordinance or other legal agreement. For these assignments, the Council President shall appoint these liaisons subject to confirmation by a majority vote of the Council. Liaison appointments not required by law or Metro ordinance do not require confirmation by the Council.
3. The Council President shall manage a process by which Council liaisons periodically report to the Council on significant and important activities of each committee or project to which they have been assigned. Liaisons may request staff assistance through the Chief Operating Officer to accomplish this reporting responsibility.
4. Council liaisons are expected to represent the Metro Council. Where the Council has voted or indicated a policy direction, the liaison is expected to represent that position. If the Council's official position is unknown or unclear, the liaison may request that the item be placed on a Council work session agenda.

EXHIBIT H
RULES OF PROCEDURE RELATED TO COUNCIL COMMUNICATION WITH STAFF

The Council shall respect and support the day-to-day work of operational departments by:

1. Attempting to work together with the staff as a team in a spirit of mutual confidence and support.
2. Limiting inquiries and requests for information from staff to those questions that may be answered readily or with only the most minimal of research. Questions of a more complex nature should be addressed in a manner consistent with the Council Policy Development document.
3. Limiting individual contacts with staff so as not to influence staff decisions or recommendations, to interfere with their work performance, to affect the authority of supervisors or to prevent the full Council from having the benefit of any information received.
4. Respecting roles and responsibilities of staff when and if expressing criticism in a public meeting or through public electronic mail messages.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 15, 2020
To: Marissa Madrigal, Chief Operating Officer
From: Lynn Peterson, Council President-elect
Subject: Direction for Council Operations

Requested Action

To focus the Metro Council on clear policy making and direction, bring greater transparency and shared understanding to our work, and use staff and council member time efficiently and effectively, I am requesting that we modify the way in which business is brought before Councilors.

It is my hope that this change will be an iterative process based on staff and Councilor input so that we can modify and clarify implementation to best meet Council needs over time. Below you will find direction on this adjustment.

Work Sessions

All Councilors should be provided with timely and sufficient information to allow them to confidently make policy decisions and give staff direction to move forward Metro's strategic plan and vision.

While Councilors have different priorities and portfolios of specialized work, they require a similar level of information for the decisions they make as a Council. This information should be provided as a part of their work sessions.

Staff Reports

Staff reports should be provided to the Council Office on a timeline that allows the Council to receive it no later than one week prior to work sessions and council meetings. The information provided in these reports should follow the prescribed staff report memo template found on MetroNet. This template will change periodically so staff should be reminded to check the Council Tools section of MetroNet to ensure they are using the most current documents, and to work with Council Office staff for guidance during this process.

When providing a description on the policy issue being addressed and history or context setting, please be brief and include it at the end of the memo.

Options or recommendations for Council to consider in addressing the issues will be important after a policy discussion has taken place and the Council has considered outcomes that are desired first – Staff should not lead with a solution.

Please ensure that staff include key facts or findings that will aid in deliberations, such as information on community feedback, our Strategic Plan to Advance Racial Equity, Diversity and Inclusion, and climate change impacts to inform a decision and any immediate next steps or follow-up issues that relate to the matter.

Work session materials should include the relationship between the policy issue being discussed and Metro's strategic plan.

2021 Council Operations Memo

Retreats

Moving forward, to ensure we are in compliance with Oregon public meeting laws, we will no longer be using the term “retreat” except when focusing on team-building, decision making principles, and personal interaction of Councilors. These retreats will NOT include anything related to deliberation towards, or information gathering about, issues which will later be decided, nor will they include any decisions on Council business.

Individual Briefings

Individual Councilor requests for briefings should always be a top priority for staff and completed in a timely manner. These briefings require no prior approval from the Office of the Council President.

Roles and Responsibilities

The Council President’s role in this work is to:

- Set the work plan for Council meetings, work sessions, and carry out the agency’s adopted policy agenda;
- Guide the discussion towards the objective outcomes during the work sessions;
- Ensure that Councilors have the information they need prior to decision-making through their Policy Advisors;
- Give direction to the COO for additional information; and
- Provide oversight on development of products coming to the Council, especially during the transition to the new memo format.

The Deputy Council President’s role in this work is to:

- Support the Council President in setting the Council work plan; and
- Facilitate the work sessions and business meetings in the absence of the Council President.

The Chief of Staff’s role in this work is to:

- Ensure that Councilors have the information they need prior to decision making through their Policy Advisors;
- Oversee the Council policy workflow;
- Manage the appointment of any Council appointed committees (in consultation with Council and staff);
- Provide direct management of the Council President’s office staff and make sure the Council Policy Advisors are working to support their Council members.
- Work with the COO and staff prior to work sessions and Council business meetings on the preparation of documents that will be used by Council in decision-making.

The COO’s role in this work is to:

- Inform Council of any organizational matters that policy decisions may impact;
- Support and supervise staff in getting the Council the appropriate materials in the correct format;
- Support the Council President in providing information to Council; and
- Request operational items be scheduled for work session.

Council Policy Advisor’s role in this work should be to:

- Make sure their Councilor has the information they need to make a well informed decision, prepare for a policy discussion or prepare to propose policy development;

2021 Council Operations Memo

- Prepare their Councilor for discussion in work sessions and council meetings;
- Alert the Council President, the Chief of Staff and the COO of any issues that the Councilor may have with proposed policy language prior to work sessions and Council business meetings; and
- Work to quickly resolve any questions prior to the work session and communicate so they can be addressed by staff during work sessions.

Research on new or developing Council policy

Councilors who wish to pursue development of a new policy or program that will require more than 2 hours of agency work time (not including Council Office staff) will need to receive approval from Council at a work session before pursuing.

Council interaction with Staff

Council staff will assist Councilors in preparing for a discussion with their colleagues about whether the new idea should become a Council priority by providing information in the new staff report format, including the nexus with Metro's strategic plan and explanations of any potential impacts to the agency that the policy may create.

The Council shall respect and support the day-to-day work of operational departments by:

1. Attempting to work together with the staff as a team in a spirit of mutual confidence and support.
2. Limiting inquiries and requests for information from staff to those questions that may be answered readily or with only the most minimal of research. Questions of a more complex nature should be addressed in a manner consistent with the Council Policy Development document.
3. Limiting individual contacts with staff so as not to influence staff decisions or recommendations, to interfere with their work performance, to affect the authority of supervisors or to prevent the full Council from having the benefit of any information received.
4. Respecting roles and responsibilities of staff when and if expressing criticism in a public meeting or through public electronic mail messages.

**Waste Prevention and Environmental
Services (WPES): The Garbage and
Recycling System Facilities Plan
Proposed Scenarios**
Other Business

Metro Council Meeting
Thursday, November 9, 2023

WASTE PREVENTION AND ENVIRONMENTAL SERVICES: COUNCIL PRIORITIES DISCUSSION AND THE GARBAGE AND RECYCLING SYSTEM FACILITIES PLAN

Date: October 23, 2023

Department: Waste Prevention and
Environmental Services

Meeting Date: November 9, 2023

Prepared by: Estee Segal,
estee.segal@oregonmetro.gov

Presenters: Marta McGuire, Director;
Estee Segal, Principal Planner; Luis
Sandoval, Principal Planner;
Lyndsey Lopez, Waste Planning and
Strategy Lead, Jacobs

Length: 40 mins

ISSUE STATEMENT

Metro is in the process of developing the Garbage and Recycling System Facilities Plan that is assessing the region's existing garbage, recycling and reuse infrastructure, identifying service gaps, and presenting potential approaches and a plan for future system investments. This session will review and explain the four scenarios that outline different ways Metro could choose to invest in facilities and infrastructure to reduce waste and address challenges at existing Metro facilities, as part of plan development. These four scenarios were shared and discussed with more than 120 stakeholders at the Reuse, Recycling and Garbage System Symposium on September 27, 2023. At this work session, staff will review the details and evaluation of the scenarios as presented at the Symposium and in the attached [Discussion Guide](#), address Council questions, and seek early input on preferred scenario elements as a next step in project.

ACTION REQUESTED

This is an informational session intended to review alternative facility investment scenarios with Metro Councilors, answer questions and seek early input on preferred scenario elements.

IDENTIFIED POLICY OUTCOMES

The purpose of the Garbage and Recycling System Facilities Plan is to provide an essential long-range infrastructure and investment plan needed to fulfill goals and actions in the 2030 Regional Waste Plan, including actions to improve access to reuse, recycling and garbage services under Goal 16: Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services and advance progress toward waste reduction goals.

DISCUSSION QUESTIONS

- Does Council have questions about the scenarios?

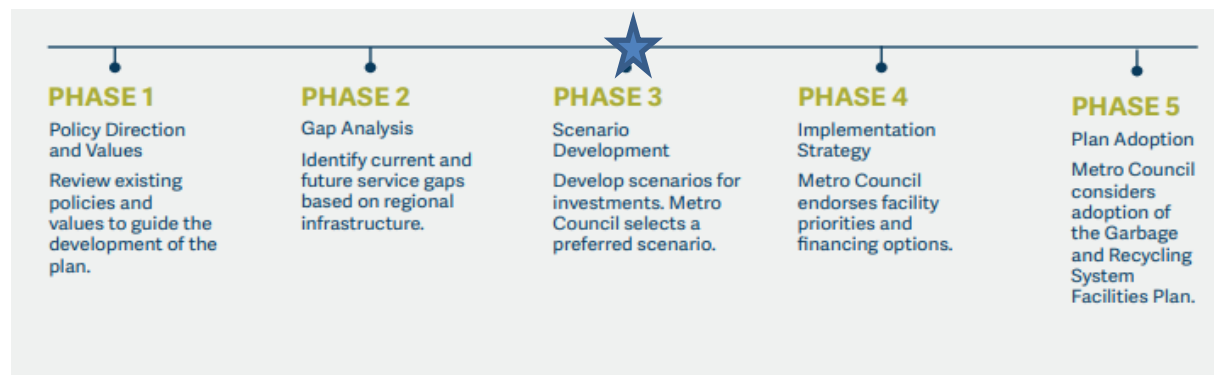
STRATEGIC CONTEXT AND BACKGROUND

Metro's [2030 Regional Waste Plan](#) set a vision that centers racial equity to reduce waste, protect health and the environment and provide excellent services for everyone. Creating a

[Garbage and Recycling System Facilities Plan](#) is helping implement that vision by identifying the places where people lack services and setting a strategy to invest in modernizing the region's reuse, recycling and garbage infrastructure. The Garbage and Recycling System Facilities Plan Work Plan was adopted by Council Resolution in February 2022 (Metro Council Resolution No. 22-5248). The Garbage and Recycling System Facilities Plan Values and Outcomes were endorsed by Metro Council in September 2022.

The plan will focus on facilities such as transfer stations and reuse and recycling centers that play a key role in managing the things we all throw away. Future investments may include building new facilities, adding new services to existing facilities, and identifying other alternatives.

The plan is being developed across five phases from Spring 2022 to Fall 2024. The expected completion date of the plan has been extended from Spring 2024 to Fall 2024 to ensure there is enough time to work collaboratively with project stakeholders to build a draft plan that has broad, regional support.







The plan is being informed by engagement with multiple stakeholders including local government partners, garbage and recycling businesses, reuse and repair organizations and community members. Staff are engaging communities of color, urban indigenous peoples and other groups who are often more directly impacted by the decisions that affect the garbage and recycling system but have fewer opportunities to influence and shape that system. Each of these groups brings a unique perspective to the question of how to invest in garbage and recycling infrastructure in greater Portland. What staff learns from engagement will help to shape the plan and outline the challenges people experience using the garbage and recycling system.

Work Session Discussion - Scenarios

Four scenarios were developed in response to gaps that were identified in the region's existing network of private, non-profit and public reuse, recycling and garbage facilities. The scenarios are detailed and evaluated in the [Discussion Guide](#) (Attachment 1). The scenarios describe different sets of actions Metro could take to address facility and infrastructure needs to fill cost, access and resiliency gaps, as well as to recover more material for reuse, recycling and composting and reduce the amount of waste going to the landfill.

The presentation at this work session will summarize each of the proposed scenarios, how they were scored using the project evaluation criteria, and some of the themes and questions gathered at the Symposium.

Baseline	Full-Service	Distributed	No-Build
			
Metro does not build new facilities or address facility gaps, but maintains current facilities	Metro builds four large transfer stations and two new reuse facilities	Metro builds a network of distributed mid-sized facilities across the three counties	Metro increases requirements, invests in private facilities and renovates existing facilities

As a reminder, the gaps that the scenarios were built to address were identified through stakeholder engagement and technical research over the last year. An overview of the identified gaps was presented to Council on September 19, 2023 and findings are summarized in a [Facility gaps assessment summary report](#) and a [Phase 2 engagement summary report](#).

Next Steps

Next steps include developing preferred scenario elements to design an implementation strategy and final plan. Since the Symposium, staff have continued to provide engagement opportunities with the Metropolitan Mayors Consortium, community members who speak Spanish as their first language at Adelante Mujeres, Tribal governments who received an invitation to consult in Phase 2 of the project, and some local-government partners. The goal of these meetings is to continue to gather input on the scenarios from stakeholders that were not able to attend the Symposium, or who expressed interest in more information on the scenarios.

What was learned from the Symposium, the survey and the follow-up meetings will be summarized in an engagement report that will be shared with Metro Council in December 2023. In December, staff will also describe the steps to using input, research and analysis to develop a proposed list of preferred scenario elements. Proposed scenario elements will be brought to Council in February 2024 for review, discussion, and for Council to specify the elements and actions they want to be further developed and included in the plan. In June, Council will review the proposed plan elements and implementation strategy including: a list of the capital projects and level of investment, programs and policies to be implemented with an expected timeline, and financing plan.

Once Council approves the implementation strategy, the project will move into the final phases where the team will draft the full plan including existing guidance for siting and design of new facilities and indicators to measure the success of the plan over time.

ATTACHMENTS

- Garbage and Recycling System Facilities Plan, Discussion Guide

Is legislation required for Council action? Yes ☒ No



Welcome

Reuse, Recycling and Garbage System Symposium

Workshop Discussion Guide
September 2023



Metro



Welcome | We're glad you're here.

We live in a place where people care deeply about protecting our lands and waters, conserving resources, keeping people healthy and ensuring that everyone has what they need to thrive. There is a strong connection between our ability to achieve these values and the decisions we make about managing waste.

Four years ago, our region adopted the 2030 Regional Waste Plan, an exciting and ambitious blueprint for how the region plans for and manages the impacts of the products we consume throughout our lives and when we

throw them away. The plan is the result of a community-driven process that centered racial equity, collaboration and partnership. It sets the direction for how we reduce the impacts of products in the region for the next decade plus.

Today we ask: what facilities do we need to provide excellent garbage and recycling services for everyone, and how can we build and operate those facilities to reduce the amount of materials sent to landfills? The Garbage and Recycling System Facilities Plan will identify the facility-based services needed to achieve the goals of the Regional Waste Plan.



Learn more about Metro's [2030 Regional Waste Plan](#).

About this guide

This document is designed to **spark conversation** around the future of the region's garbage and recycling facilities.



Table of contents

The Garbage and Recycling System Facilities Plan 3-4

Facilities overview 5-6

Scenarios overview 7-8

Scenario: Baseline 9-10

Scenario: Full-Service 11-12

Scenario: Distributed 13-14

Scenario: No-Build 15-16

Comparing the scenarios 17-19

Your turn to weigh in 20

Appendix A: Values and outcomes 21

Appendix B: Gap analysis 22

Appendix C: Scenario elements and tools 23

Appendix D: Evaluation results 24-25

The Garbage and Recycling System Facilities Plan

Metro is convening local government, industry and community-based leaders to guide the development of the Garbage and Recycling System Facilities Plan. The purpose of the plan is to identify facility investments that reduce waste, increase access and keep ratepayer costs

affordable. The plan will consider investment in current facilities – including Metro’s two transfer stations – and new facilities like reuse and recycling centers.

Project need

Today, significant gaps exist in the region’s reuse, recycling and garbage facilities, and other waste-related services. Between September 2022 and June 2023, Metro used a combination of engagement activities and technical research to identify facility gaps in the regional reuse, recycling and garbage system. Some of the key gaps identified include:

- In certain parts of the region, like Washington County and east Multnomah County, people lack access to drop off recyclables, household hazardous waste, garbage and large household items that could be reused. And there are significant differences in the prices people have to pay for dropping off certain materials depending on where they are located within the region.

- For the companies that collect garbage and recycling from people’s homes and businesses on behalf of cities and counties, there are facility gaps in terms of access, cost differences and disaster resilience for food waste, yard debris and garbage.
- Reuse and repair businesses and organizations told Metro they need more warehouse and flexible space to sort, repair and store items for reuse and that they need more consistent funding to be able to increase the collection and distribution of used items.

Additional gaps were identified by the community over the last year and are included in Appendix B.

Spotlight



When the Metro South transfer station opened 40 years ago, it was expected to handle up to 800 tons of waste per day. From June 2021 to June 2022, the facility processed more than 329,000 tons of waste. Learn more: [Metro South celebrates 40 years of operation.](#)



The Garbage and Recycling System Facilities Plan

The planning process

This project has five steps:

- 1 Identify the **values and outcomes** informed by the 2030 Regional Waste Plan into the facilities planning process.
- 2 Conduct a **gap analysis** to identify current and future facility needs and develop scenario evaluation criteria.
- 3 Develop and discuss **scenarios** and choose a preferred set of investments to address the gaps.
- 4 Create a **funding and implementation strategy** to pay for the selected investments.
- 5 Draft a **final plan** for Metro Council to consider for adoption.

The Garbage and Recycling System Facilities Plan aims to improve the garbage and recycling system – including public, private and non-profit facilities. While the main goal is to develop a comprehensive plan for investing in public infrastructure, Metro could influence what private and non-profit industry partners build and improve.

“There is inconsistent access to all of the region’s garbage and recycling services, in part because facilities were developed to suit the region’s needs many years ago. Today, facilities are not always located where they are most needed, nor are they scaled to meet community needs.”
- 2030 Regional Waste Plan



Facilities overview

Metro operates five facilities that help manage waste in the region, alongside several private and non-profit facilities. The Garbage and Recycling System Facilities Plan will take a holistic view of the system and help clarify Metro's future role in providing facility-based services, including facilities to be built or renovated by Metro or in cooperation with public, private and non-profit partners.

Metro's existing facilities

Transfer stations

Modern transfer stations are designed to accept a broad range of materials for reuse, recycling and landfill disposal from all types of customers, from individuals and businesses like property owners and contractors, to hauling companies that provide curbside garbage and recycling collection services across the region. Transfer stations also often offer household hazardous waste collection, accepting materials like paint, batteries, sharps and aerosols from the public.

Metro Central and Metro South – These transfer stations accept garbage, yard debris, food waste, household hazardous waste and some materials for recycling. Both facilities face challenges, offer limited recycling and do not have reuse drop-off options for the public.



Metro Central



Metro South

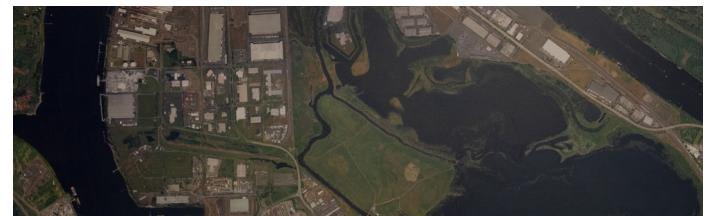
Other facilities



MetroPaint – This leased facility on Swan Island recycles used paint into new paint that is sold through a retail storefront and distributed to other retailers.



RID Deployment Center – Metro's RID Patrol tackles the problem of dumped garbage on public property and provides other cleanup services. The facility provides parking and storage in addition to office and training space.



St. Johns Landfill – This site served as the region's primary garbage disposal site for 50 years. Since completing the final landfill cover system in 1996, Metro has spent nearly \$20 million on landfill post-closure care and is obligated to continue managing this facility.

Facilities overview

New infrastructure for reuse and food waste

Reuse and repair centers provide a temporary home for items and materials that could still be useful but need to be repaired or redistributed.

The Garbage and Recycling System Facilities Plan considers two new types of facilities to support reuse in greater Portland:

Reuse hub – Regional facility for multiple reuse organizations and businesses to store, process, and repair used items collected from residents or businesses at the same facility or elsewhere.

Reuse mall – Regional facility for multiple organizations and businesses to sell used, upcycled and refurbished items. The facility

could provide space for community gatherings and sustainability events and for food vendors focused on sustainably-sourced ingredients and low-carbon food options. The facility could also sell MetroPaint and offer areas for the public to drop-off recyclables not accepted at the curb, like film plastic.

Food waste processing facilities use food scraps to make compost or biogas, keeping materials out of landfills and reducing our impact on the environment.

Three of the scenarios in this guide propose adding equipment at Metro Central that would significantly increase Metro's capacity to accept food waste and send it to different types of composting and biogas facilities.



Scenarios overview

Planning for the future

A scenario-based approach

Scenario planning is a practice that helps people think about the many ways the future could unfold. It supports decision-making about projects, policies and investments in an accessible way. In this guide, we present four scenarios for the future of facilities in our region. The preferred scenario may be one of these four scenarios, a modified scenario or a combination of elements from two or more scenarios. The evaluation criteria and analysis included in this guide provide additional information to understand the potential impacts of each scenario.

Building the scenarios

There are three main types of tools Metro can use to address facility gaps:

- **Building new Metro facilities and renovating existing ones:** Metro could build new facilities and/or renovate its existing transfer stations to address specific facility gaps in different parts of the region.
- **Direct investments in private and nonprofit facilities:** Metro could provide funding to businesses and nonprofits to increase the collection of items for reuse and recycling using their own facilities, equipment and methods.
- **Policies and programs:** Metro could implement a range of options such as increasing requirements on private garbage and recycling facilities and/or city and county collection programs. Metro could also create programs to encourage – rather than require – cities, counties and private facilities to expand services.



Scenarios overview





The scenarios on the following pages apply three main tools in different ways to address facility gaps that were identified through engagement and analysis.

Scenarios

This guide shows four potential scenarios: Baseline, Full-Service, Distributed and No-Build. As you look through the scenarios, make note:

- What are the potential challenges and opportunities within each scenario?
- Is there a combination of the scenarios that would best advance the project’s values and outcomes for greater Portland?

Your input during the Reuse, Recycling and Garbage System Symposium and the preferences you share in the survey will help inform Metro Council’s decision this winter on a preferred scenario. The preferred scenario or combination of scenario components will move forward into phase four of the System Facilities Plan for more analysis, including developing a detailed funding and implementation strategy.

Baseline	Full-Service	Distributed	No-Build
			
Metro does not build new facilities or address facility gaps, but maintains current facilities	Metro builds four large transfer stations and two new reuse facilities	Metro builds a network of distributed mid-sized facilities across the three counties	Metro increases requirements, invests in private facilities and renovates existing facilities



Baseline

Metro maintains current facilities and does not build new facilities.

Evaluation

How well the scenario meets criteria

Environment



Access



Jobs



Cost



Environmental Justice



Resilience



Cost impact to households

Under this scenario, the average monthly garbage collection bill for single-family households would be about \$39.00 in 2040, which would be \$1.30 more than it is today (in today's dollars).



Metro maintains current transfer stations by:

- Making only essential capital improvements to Metro Central and Metro South.
- Continuing to provide transfer and household hazardous waste services to both self-haul and commercial customers.



Other facilities

Metro sells the Cornelius site, makes improvements to the RID facility and continues to lease the MetroPaint building.

Benefits

- Relatively easy to implement as no significant policy changes or property purchases are required.
- Metro continues operating facilities, ensuring that the facilities are subject to Metro policies and labor agreements in areas such as green building, wages and benefits.

Challenges

- The gaps identified in this project, including lack of access and resiliency, are unlikely to be addressed.
- The risks and challenges with the high volume of traffic at Metro's transfer stations, particularly at Metro South, remain unaddressed.
- Facilities focus on transferring materials to landfills rather than promoting more reuse, recycling and composting.
- Flooding, earthquake and other disaster-related risks faced by Metro facilities remain unaddressed.
- Metro continues to operate existing equipment and buildings that are aging and increasingly costly to maintain.



Metro



The map displays the following facilities and locations:

- St. Johns Landfill**: Located in the north-central part of the map.
- Metro Central**: Located south of St. Johns Landfill.
- MetroPaint**: Located east of Metro Central.
- RID**: Located south of MetroPaint.
- Metro South**: Located in the south-central part of the map.
- Cornelius Site (SOLD)**: Located in the west-central part of the map.

Other locations and features include:

- Cities/Towns**: Vancouver, Camas, Gresham, Beaverton, Tigard, and Portland.
- Highways**: 47, 26, 30, 14, 205, 84, 8, 10, 210, 5, 43, 99, 219, 213.
- Geographical Features**: Multnomah County, Willamette River.
- Legend**: Grey circle represents "Existing private or non-profit reuse, recycling or garbage facility."

Cornelius site – Sell existing property.





Full-Service

Metro builds four new transfer stations and two new reuse facilities.

Evaluation

How well the scenario meets criteria

Environment



Access



Jobs



Cost



Environmental Justice



Resilience



Cost impact to households

Under this scenario, the average monthly garbage collection bill for single-family households in 2040 would be about \$41.80 which would be \$4.10 more than it is today (in today's dollars).

Transfer stations

Metro builds four full-service transfer stations across three counties by:

- Redeveloping Metro Central and Metro South.
- Building a new facility on the Metro-owned Cornelius site.
- Acquiring a site and building a new facility in east Multnomah County.



Reuse facilities

Metro builds or leases two new regional reuse facilities:

- Reuse hub – A warehouse that reuse businesses and organizations can use to sort, store and repair reusable items.
- Reuse mall – A retail space where folks can drop off and purchase reusable items.



Other facilities

Metro improves existing facilities by:

- Redeveloping the RID facility to house the program office and vehicles, a modern MetroPaint processing facility and a small reuse and recycling center.
- Investing in equipment to pre-process food waste at Metro Central.



Benefits

- New, full-service transfer stations can be planned and designed for their intended use and customers from the start.
- One-stop shop for numerous services.
- Metro builds, owns and operates facilities, ensuring that the facilities are subject to Metro policies and labor agreements in areas such as green building, wages and benefits.

Addresses the gaps in West and East of the region

Reuse supported more fully, based on stakeholders stated needs.

Generally more capacity and more ability to make best use of materials (sort out organics for composting, recycling, reuse)

Challenges

- There are limited sites in industrial zoned land that are large enough.
- No improvement in access for people who cannot take materials to a facility, such as people with limited mobility and people who don't own a car or drive.
- Construction of each new full-service transfer station could take four to six years from start to finish.

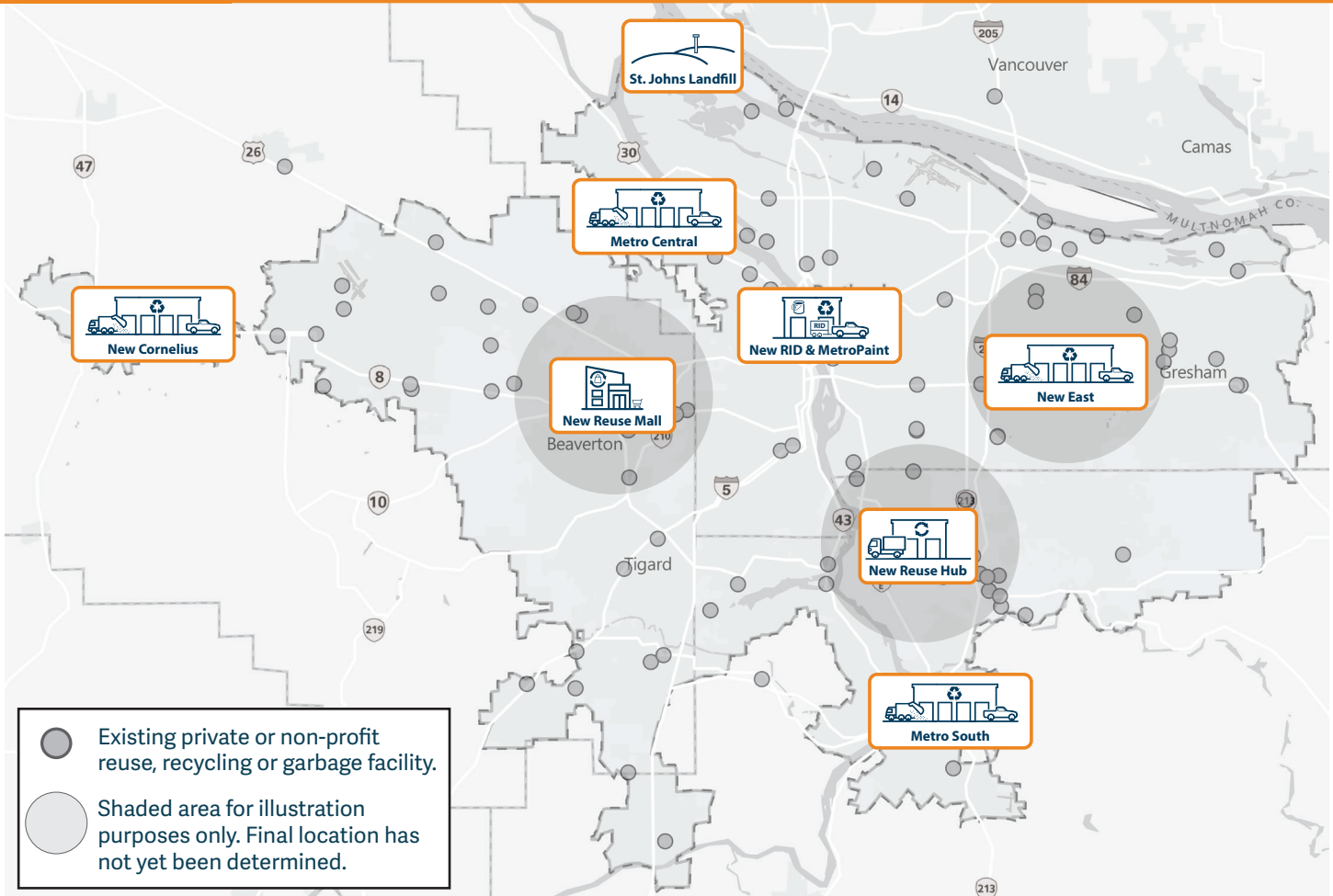
Likely high cost

Are reuse businesses willing to partner with Metro in operating facilities?

— Advisory committee feedback

Full-Service

Metro builds four new modern transfer stations and two new reuse facilities.



Scenario highlights

Full-service transfer stations – Redevelop Metro Central and Metro South, and build two new facilities (New Cornelius and New East) that accept materials for reuse, recycling, compost and garbage from commercial and public customers, as well as household hazardous waste.

New RID and MetroPaint facility – Redevelop current site to include RID Patrol, MetroPaint and a small reuse and recycling center.

New reuse hub – Warehouse for tenants to store, process and repair used items collected from residences or businesses.

New reuse mall – Facility for tenants to sell used items collected at the same facility or elsewhere.

St. Johns Landfill – Continue operations.

New reuse facilities



New Reuse Hub



New Reuse Mall

Example: [Resource Central](#) in Boulder, CO



Distributed

Metro builds a network of distributed mid-sized facilities across the three counties.

Evaluation

How well the scenario meets criteria

Environment



Access



Jobs



Cost



Environmental Justice



Resilience



Cost impact to households

Under this scenario, the average monthly garbage collection bill for single-family households in 2040 would be about \$40.70 which would be \$3.00 more than it is today (in today's dollars).

Public facilities

Metro builds four reuse and recycling centers with warehouse hubs by:

- Redeveloping Metro South and building new facilities in Washington County, Clackamas County and east Multnomah County.
- Adding a small facility at the existing RID Deployment Center that accepts only some reuse, recycling and household hazardous waste.



Commercial facilities

- Building two mid-sized transfer stations for commercial haulers that also process household hazardous waste. This includes renovating Metro Central and adding a new facility in Clackamas County.
- Metro builds one mid-sized transfer station for commercial haulers in Cornelius, co-located with a public facility.



Other facilities

Metro improves existing facilities by:

- Making a long-term investment in MetroPaint by purchasing a permanent building to house the program and ending the current lease.
- Investing in equipment to pre-process food waste at Metro Central.



Benefits

- Reuse and recycling centers not only offer people a place to drop off items, but also to shop for used and refurbished goods, access repair services and have space for meetings.
- Facilities could be designed for more flexibility to accommodate changing material markets.
- Metro owns and operates facilities, ensuring that the facilities are subject to Metro policies and labor agreements in areas such as green building, wages and benefits.

Better distribution of services throughout the region

Better access - more, smaller centers to bring materials to.

Challenges

- Will require locating and purchasing industrial zoned sites for three new facilities.
- Construction of each site may take three to five years from start to finish.
- No improvement in access for people who cannot take materials to a facility, such as people with limited mobility and people who don't own a car or drive.

Transitioning customers to two types of different facilities will take a lot of coordination

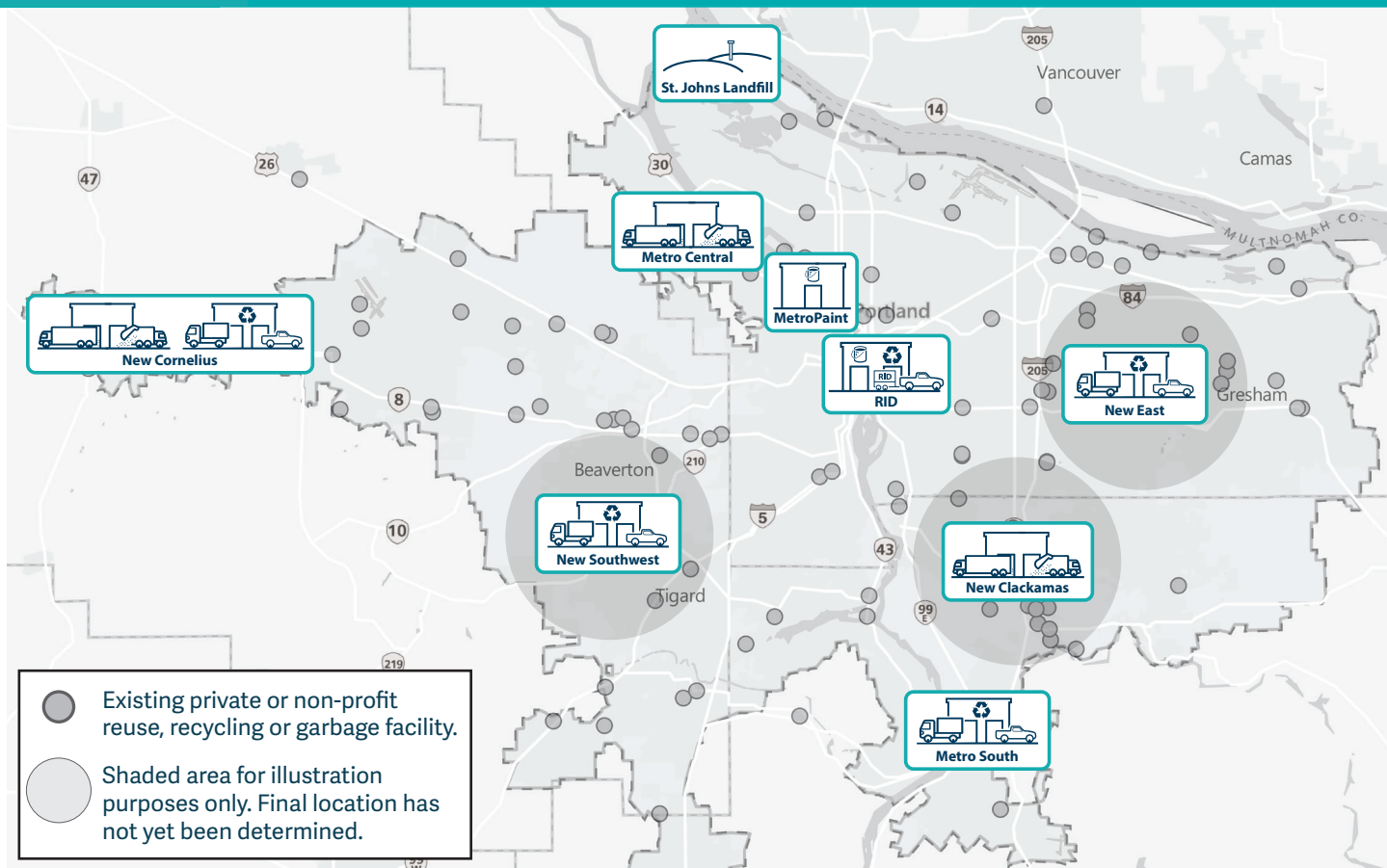
A lot of new construction; assuming this takes time and cost is substantial.

— Advisory committee feedback



Distributed

Metro builds a network of distributed mid-sized facilities across the three counties.



Scenario highlights

Public facilities – Four new facilities (Metro South, New Cornelius, New East, New Southwest) that serve the public with a reuse and recycling center, reuse retail space and reuse warehouse hub. Accept garbage and some household hazardous waste.

Commercial facilities – Three new facilities (Metro South, New Cornelius, New Clackamas) that serve commercial haulers for food waste, yard debris, clean wood, garbage and other materials. Include full household hazardous waste facilities.

New RID facility – Redevelop current site to include RID Patrol and a small reuse and recycling center.

MetroPaint – Purchase new building and end current lease.

St. Johns Landfill – Continue operations.

New facilities



The scenario proposes to build a network of facilities that are specific to different types of customers – separating businesses and the public – to increase accessibility, on-site safety and recovery of materials.



No-Build

Metro increases requirements on local government and private facilities, funds the expansion of services at private and non-profit facilities, and renovates Metro's existing facilities.

Evaluation

How well the scenario meets criteria

Environment



Access



Jobs



Cost



Environmental Justice



Resilience



Cost impact to households

Under this scenario, the average monthly garbage collection bill for single-family households would be about \$49.40 in 2040, which would be \$11.70 more than it is today (in today's dollars)."

Regulate

- Require local governments to add new materials and services to curbside collection programs, and require all residents to subscribe to curbside collection.
- Regulate the rates that private facilities charge commercial customers for accepting mixed garbage and mixed construction waste.



Invest

- Establish a new fee to support reuse organizations to recover more materials for reuse and repair.
- Provide financing to expand or add services at private facilities to fill gaps in recycling, composting and garbage services.



Renovate

- Redevelop Metro South to add a separate recycling drop-off area, improve traffic safety and reduce flood damage risks.
- Renovate Metro Central to add food waste processing equipment and make upgrades to enhance customer and staff safety.



Benefits

- With new regulations and investments in private and non-profit facilities, Metro can address facility gaps without building new facilities.
- By requiring local governments to add more materials and services to curbside collection programs, this scenario reduces – but does not fully eliminate – the need to build facilities that accept materials from the public.

Metro Central and South are known places - public doesn't need to learn a lot to continue using these sites.

Potentially better transparency of private transfer station rates.

Invites exploration of evolving services at private transfer stations as well, that's potentially helpful for everyone.

Challenges

- Requires implementation of new regulations on local governments and private facilities.
- Grants and loans require significant administrative time to implement.
- Adding new materials and services to curbside collection programs significantly raises average garbage and recycling service bills for homeowners and many renters.
- Shifting collection of materials to curbside programs and to private and non-profit facilities reduces flow to Metro facilities and significantly increases the costs of operating them.

How will Metro be able to compel local governments to take on additional requirements for collection?

Service gaps for items like bulky self-haul and household hazardous waste continue.

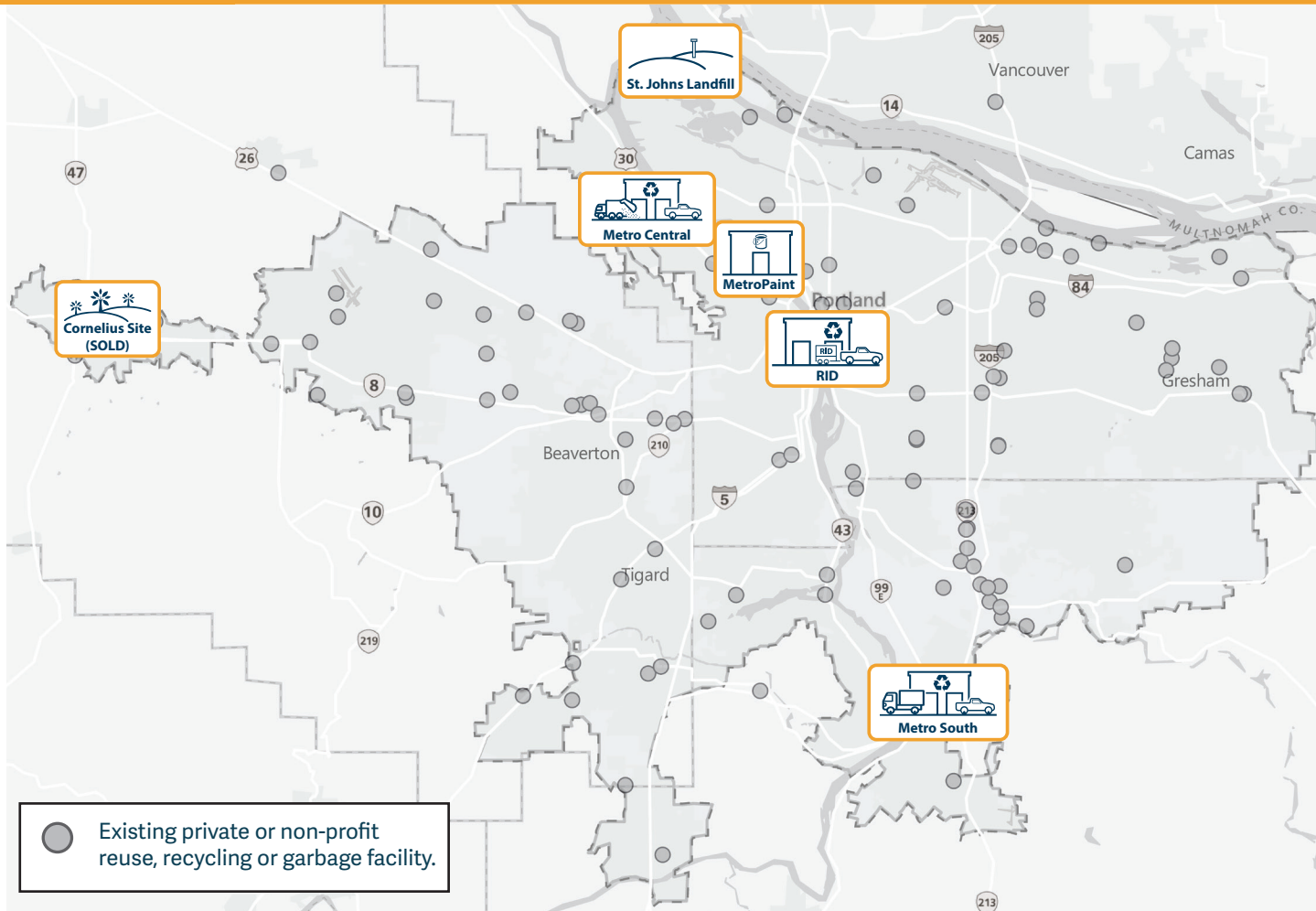
Requirements for curbside garbage pickup on low-income populations.

— Advisory committee feedback



No-Build

Metro increases requirements on local government and private facilities, funds the expansion of services at private and non-profit facilities and renovates Metro's existing facilities.



Scenario highlights

Metro Central and Metro South – Both transfer stations are renovated or redeveloped to add equipment, increase space for recycling and mitigate the risks from climate change and natural hazards.

RID facility – Expand to include small reuse and recycling drop-off.

MetroPaint – Continue leasing current facility.

St. Johns Landfill – Continue operations.

Cornelius site – Sell existing property.

Private Facilities

Other private and non-profit facilities in the region include: repair and reuse facilities; recycling, composting and biogas facilities; material recovery facilities; recycling depots; and transfer stations.

Of the eight transfer stations serving the region, six are privately owned. Like Metro Central and Metro South, these facilities accept garbage, yard debris and food scraps and consolidate materials for transfer. Unlike Metro's facilities, not all private facilities offer public self-haul services.

Comparing the scenarios

Scenario planning is all about sparking conversations. The scenarios represent different ways of responding to the gaps identified through engagement and technical analysis. Here are some of the ways to compare the scenarios.

Services available to the public:

	Baseline	Full-Service	Distributed	No-Build
Self-haul garbage	No service improvements.	Drop-off available at four new full-service transfer stations.	Drop-off available at four new public facilities. Some customers with large amounts may need to use one of three new mid-sized commercial transfer stations.	Garbage collection becomes mandatory for people living in single-family homes throughout the region.
Household Hazardous Waste	No service improvements.	Drop-off available at four new full-service transfer stations for all household hazardous waste currently accepted at Metro facilities.	Drop-off available at five new reuse and recycling centers for common items currently accepted at Metro's mobile collection events – like paint, sharps and batteries. Other items including asbestos accepted at three new mid-sized commercial transfer stations.	Collection remains available at Metro Central and Metro South and at mobile collection events. Some items including batteries collected curbside.
Reuse	No service improvements.	Drop-off available at four new full-service transfer stations, a reuse warehouse and a reuse mall where people can also purchase items.	Drop-off available at five new reuse and recycling centers.	Drop-off available at reuse organizations and businesses; some items collected curbside.
Hard-to-recycle items	No service improvements.	Drop-off available at four new full-service transfer stations.	Drop-off available at five new reuse and recycling centers.	Drop-off available at some private and non-profit facilities; some items like plastic clamshells collected curbside.

For more information view the [Gap Analysis](#) and [Detailed Scenarios](#).

Comparing the scenarios

Improvement to processing facilities:

	Baseline	Full-Service	Distributed	No-Build
Commercial organics processing	Invest in organics processing equipment at Metro Central, and accept organics at both Metro Central and Metro South.	Invest in organics processing equipment at Metro Central, and accept organics at four new full-service transfer stations.	Invest in organics processing equipment, and accept organics at three new mid-sized transfer stations.	Invest in organics processing equipment at Metro Central and some private facilities to facilitate commercial organics processing within the region.
Warehouse and retail space for reuse and repair sector	No infrastructure improvements.	One large warehouse space for repairing and storing materials available for lease to organizations (reuse hub). One large retail space for selling and collecting materials available for lease to organizations (reuse mall).	Four new small to medium reuse and recycling centers with dedicated retail, storage and repair space available for lease to organizations.	Grant program for reuse and repair organizations to address specific gaps related to reuse and repair in the region.

For more information, view Appendix C.

Comparing the scenarios

How the scenarios performed in Metro's evaluation criteria:

	Baseline	Full-Service	Distributed	No-Build
Each scenario was scored using a set of 15 criteria grouped into the six categories below.				
Environment	1.00	5.00	4.50	3.50
Access	1.00	4.50	5.00	3.25
Jobs	1.00	5.00	4.25	2.50
Cost	5.00	1.00	2.75	1.25
Environmental Justice	1.50	1.00	5.00	3.25
Resilience	2.25	3.00	3.25	2.50
For more information, view Appendix D.				

How the scenarios meet Metro Council's policy priorities:

	Baseline	Full-Service	Distributed	No-Build
Waste Reduction Tons of materials recovered in 2040 for reuse, recycling and composting.	1.13 million	1.29 million	1.23 million	1.22 million
Access Percentage of the population in 2040 who live within 20 minutes of the nearest self-haul facility.	78.7%	93.8%	98.7%	87.5%
Affordability Average single-family garbage and recycling collection bill in 2040 (shown in today's dollars).	\$39.00 per month	\$41.80 per month	\$40.70 per month	\$49.40 per month
For more information, view Appendix D.				

Your turn to weigh in

Consider the “Rose, Bud and Thorn” discussion prompts below for each scenario.



Rose

What aspects of each scenario do you like most and why?



Bud

What changes would you make to improve each scenario?



Thorn

What aspects of each scenario do you like least and why?

After seeing and discussing the scenarios, what is your preferred scenario?

Is there a combination of the scenarios that would best advance the project’s values and outcomes for greater Portland?



Take our online [survey](#).

Appendix A: Values and outcomes

What is guiding the development of this plan?

The Garbage and Recycling System Facilities Plan is guided by the 2030 Regional Waste Plan values and racial equity principles, as well as one new value to reflect Metro's commitment to Tribal nation consultation. Within each of these values are desired outcomes for the plan.

The values and outcomes were shaped with input from Metro Council and advisory groups in fall 2022. They have guided the evaluation of facility and service gaps as well as investment options and will help identify the right plan to move forward.



Learn more about the [values and outcomes](#).



Healthy people and environment

- Minimize the negative health and environmental impacts of facilities by incorporating innovative sustainability practices as outlined in Metro's green building policy
- Develop good neighbor agreements between communities and facilities



Resource conservation

- Identify the items the plan needs to target for reuse, repair, recycling or composting – and the infrastructure needed to manage them
- Increase access to donate and buy used items
- Provide workspace, reclaimed materials and other types of support to regional reuse and repair initiatives



Environmental literacy

- Provide learning opportunities at facilities through tours, displays, exhibits, viewing rooms
- Develop programming with organizations focused on waste prevention and environmental justice



Economic well-being

- Provide jobs with living wages, benefits, and safe work environments
- Recruit and retain workers who are underrepresented in the garbage and recycling industry
- Create opportunities within the garbage, recycling, reuse and repair sectors for people with barriers to employment



Excellent service and equitable system access

- Develop a network of facilities to provide equitable system access
- Establish direction for Metro transfer stations and Metro solid waste facilities
- Keep facility-based services affordable for low-income customers
- Make public facilities accessible for people with disabilities and people who rely on transit
- Develop multilingual and culturally relevant communication tools for facilities



Operational resilience, adaptability, and sustainability

- Develop funding options that advance waste reduction and affordability goals
- Design efficient facilities to serve people quickly and recover useful materials
- Identify facility investment needs for natural hazard resilience
- Shape garbage and recycling system with key elements from regional transportation and land use planning efforts



Community restoration

- Evaluate potential facility benefits and burdens using a climate justice lens
- Incorporate the needs of marginalized communities in the planning process



Community partnerships

- Create a Community Advisory Group that works with staff to develop the plan
- Involve community-based organizations in decision-making of facility projects
- Partner with Black, Indigenous, People of Color Communities and immigrant-led organizations to support reuse and repair projects at new facilities



Community investment

- Develop Community Benefits Agreements to ensure benefits are equitably shared and address community needs
- Provide community gathering spaces such as parks and meeting rooms at public facilities that serve residential customers



Tribal consultation

- Seek to consult with Tribal governments to advance shared priorities such as cultural and historic resource protection, environmental protection and resources conservation.
- Establish partnerships with Tribes through government-to-government engagement

Appendix B: Gap analysis

Between September 2022 and June 2023, Metro used a combination of engagement activities and technical research to identify facility gaps in the regional reuse, recycling and garbage system.

Engagement efforts gathered input from local government partners, representatives from the garbage and recycling industry, reuse and repair organizations, and community members.

The technical analysis focused on transfer facilities. These facilities accept materials from the public or garbage and recycling companies, consolidate loads and transport the materials to other facilities to be process for reuse, recycling, composting and landfilling. For example, most curbside trash is taken to a transfer facility before it ends up in a landfill.

Metro looked at 14 groups of facilities, organized by the materials they process and what customers they serve. The technical analysis assessed gaps in three main areas:

- Access – How long does it take to drive to facilities and how close are they to public transportation, walking and biking infrastructure?
- Cost differences – How consistent are disposal costs throughout the region?
- Disaster resilience – Are facilities located in areas at high risk of flooding or earthquake damage?

The interactive images below summarize the gaps identified through the engagement and technical analysis work done during phases 2 and 3 of the Garbage and Recycling System Facilities Plan effort.



Learn more about the [gap analysis](#).



Appendix C: Scenario elements and tools

There are three primary tools Metro can use to address identified facility gaps:

1. Develop policies and programs
2. Make investments in private and non-profit facilities
3. Build new or renovate existing Metro facilities

The table below summarizes how each scenario proposes to apply the different tools to improve facilities and infrastructure.



View a [detailed comparison of the scenarios.](#)

Scenario elements and tools	Baseline	Full-Service	Distributed	No-Build
Develop policies and programs	Metro could implement a range of options from increasing requirements on Metro-regulated private garbage and recycling facilities and on cities and counties.			
Regulation of rates charged by private facilities for commercial wet and dry waste				✓
Wet waste tonnage allocations	✓	✓	✓	
New requirements on local governments to expand curbside collections services				✓
Direct investments in private and non-profit facilities	Metro could provide funding to businesses and non-profits to increase the collection of items for reuse and recycling using their own facilities, equipment and methods.			
Dedicated fee to support increase in recovery for reuse and repair				✓
Grants or low-interest loans to fill gaps in facilities that accept materials for recycling, composting or landfill disposal from the public and/or commercial customers				✓
Invest in Metro facilities (build new and/or renovate existing)	Metro could build new facilities and/or renovate its existing transfer stations to address specific facility gaps in different parts of the region.			
Public facilities (aka reuse and recycling centers with reuse warehouse hubs)			✓	
Commercial facilities			✓	
Full-service transfer stations		✓		
Reuse mall		✓		
Reuse warehouse hub		✓		
Regional Illegal Dumping (RID) facility	✓	✓	✓	✓
MetroPaint		✓	✓	
St. Johns Landfill	✓	✓	✓	✓

Appendix D: Evaluation results

The four scenarios were assessed using evaluation criteria developed in phase 2 of the project. The planning horizon for this evaluation goes through the year 2040.

The following six categories of evaluation criteria were developed and assessed: Environment, Access, Jobs, Cost, Environmental Justice and Resilience. Each of the criteria has one or more sub-criteria which were based on the values and outcomes developed in phase 1 of the project and are explained in more detail in this [summary flyer](#). Complete results with detailed descriptions of the evaluation methodology can be found in the [Evaluation Criteria Results Memo](#).

Environment

This category has three sub-criteria that measure anticipated greenhouse gas emission reductions under each scenario: Criterion 1 estimates greenhouse gas emissions reduced by diverting materials for reuse and repair. Criterion 2 estimates greenhouse gas emissions reduced by recovering materials for recycling and composting. Criterion 3 estimates greenhouse gas emissions reduced by decreased travel to and from facilities as well as onsite. The Full-Service scenario showed the greatest reduction in greenhouse gas emissions primarily due to increased recovery of organic materials for composting.

Overall Score	Baseline	Full-Service	Distributed	No-Build
	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★

Access

This category has two sub-criteria that quantify access to solid waste management facilities within greater Portland under each scenario: Criterion 4 measures the percentage of the population within 20 minutes of the nearest self-haul facility. Criterion 5 measures the percentage of the region's area within 20 minutes of the nearest commercial hauler facility. The Distributed scenario showed the most improved access to facilities.

Overall Score	Baseline	Full-Service	Distributed	No-Build
	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★

Jobs

This category has two sub-criteria that evaluate employment opportunities under each scenario: Criterion 6 estimates the total number of new jobs including positions within Metro and the private industry. Criterion 7 captures the potential employment and workforce development opportunities for historically marginalized communities. The Full-Service scenario scored the highest in this category.

Overall Score	Baseline	Full-Service	Distributed	No-Build
	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★	★ ★ ★ ★ ★

Appendix D: Evaluation results (continued)

Cost

This category has four sub-criteria that consider potential costs associated with each scenario: Criterion 8 evaluates the estimated increase to the Regional System Fee, Criterion 9 evaluates the estimated increase to the average curbside rate, Criterion 10 evaluates the estimated increase to the tonnage charge at Metro facilities and Criterion 11 evaluates the estimated percentage of monthly median income associated with increases to curbside rates. The Baseline scenario showed the least increase to overall costs, followed by the Distributed scenario.

Overall Score	Baseline	Full-Service	Distributed	No-Build
	★★★★★	★☆☆☆☆	★★★★☆	★★★☆☆

Environmental Justice

This category has two sub-criteria that evaluate environmental impacts under each scenario: Criterion 12 represents burdens to communities in the region, and Criterion 13 represents benefits to communities in the region. The Distributed scenario performed the best.

Overall Score	Baseline	Full-Service	Distributed	No-Build
	★★★☆☆	★☆☆☆☆	★★★★★	★★★★☆


Resilience

This category has two sub-criteria: Criterion 14 evaluates the safety of Metro’s solid waste facilities based on potential natural hazards like flooding and earthquakes. Criterion 15 evaluates the redundancy of the region’s solid waste infrastructure for disposal of various materials. The Distributed scenario performed the best.

Overall Score	Baseline	Full-Service	Distributed	No-Build
	★★★☆☆	★★★★☆	★★★★★	★★★★☆



View the [summary flyer](#).



View the [Evaluation Criteria Results Memo](#).

Materials following this page were distributed at the meeting.

Safe Rest Village FY22-23 Annual Report



Streets to Stability



**American
Rescue Plan**
Investing in Portland

Current Safe Rest Village Locations



A Look Back At The Last Year

43,475 nights of
safe sleep

(total number of nights someone was sleeping at one of our sites across all villages open during this period)

of those 143, of those 70,
143 → **70** → **35**
people exited went to temporary or permanent housing were chronically homeless

169 documents
obtained
(IDs, Birth Certificates, etc.) These are critical to next steps — jobs, leases, food stamps, etc.

211 sleeping
units

Safe Rest
Villages

Who Accessed Safe Rest Villages



Data is shared quarterly on the City of Portland's American Rescue Plan Act website Data Dashboard. The Dashboard can be found through the program website saferestvillages.org.

3415 people served

28% Female

58% Male

8% Gender other than Male/Female

6% Transgender

1% Less than 5 Respondents

57% Identify as Having One or More Disability

35% Without

9% Not Known

57% of All People Sheltered Reported as Non-White or Multiracial

33% chronically homeless

Total Budget (2021-24)

FUNDING FOR 2021-2024:
\$56.3 million

WHICH INCLUDES:

AMERICAN RESCUE
PLAN ACT \$52,300,000

GENERAL FUND \$3,000,000

STATE GRANT \$1,000,000

7
sites
open

326
sleeping
units
(including
personal RVs)

FIRST
RV safe park
in Portland

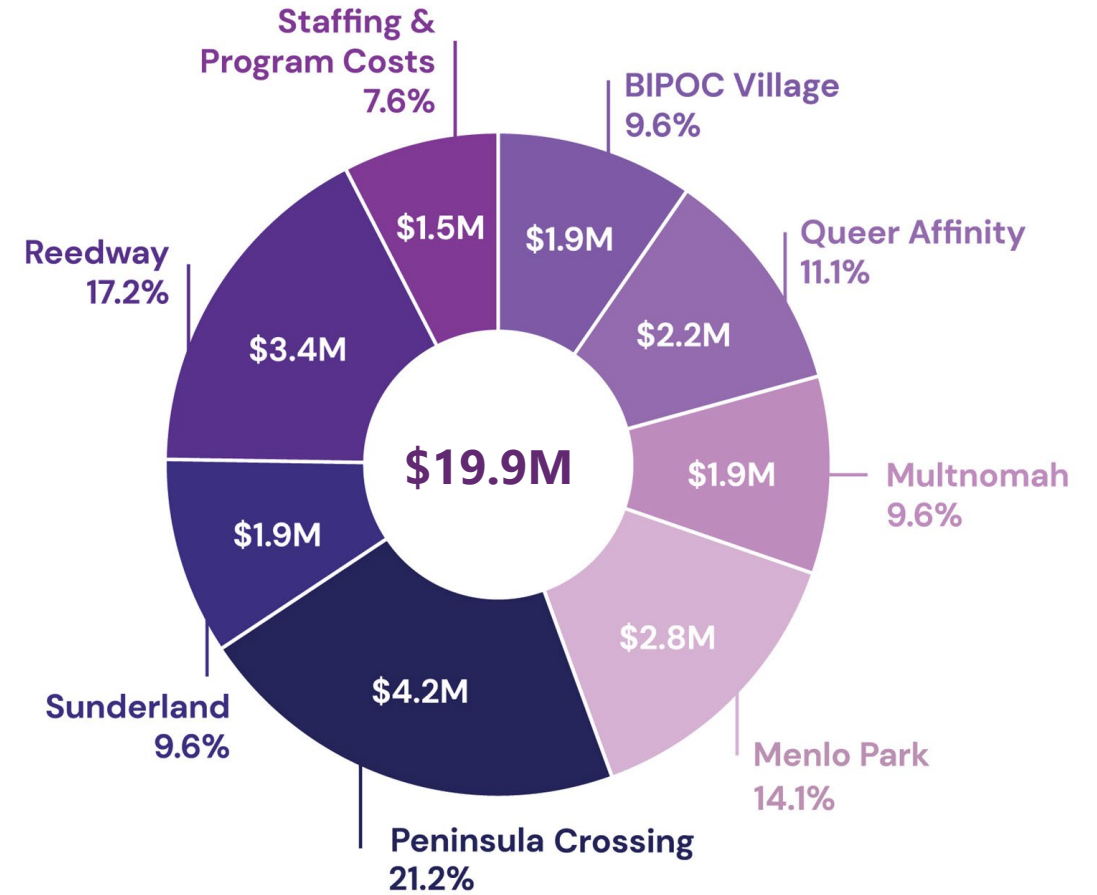
The background of the right side of the slide features a large, light green circular logo with the text "Safe Rest Villages" in a bold, sans-serif font. Surrounding the logo are various green icons: a house, a bed, a trash can, a fork and knife, a spoon, a heart, a showerhead, and a plug. The entire right side of the slide has a green gradient background.

**Safe Rest
Villages**

Expenses (FY2022-23)

Expenses Include:

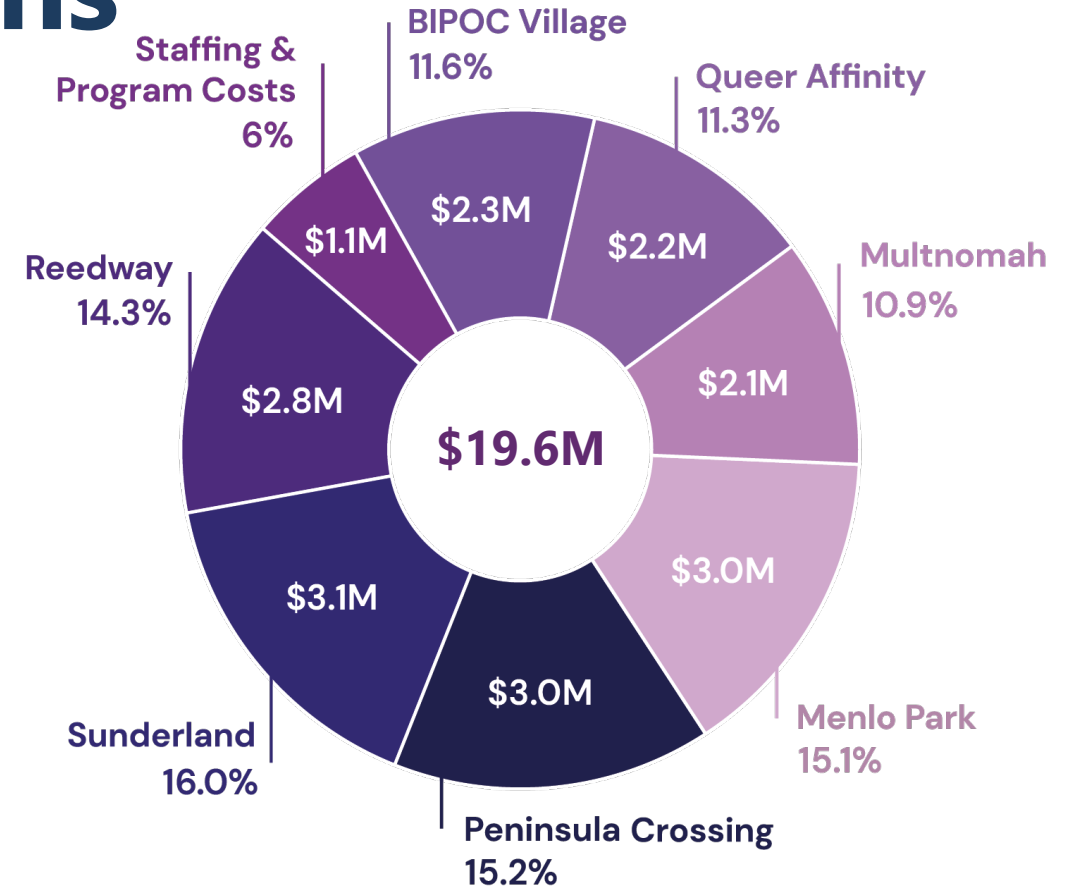
- Acquisition and Construction
- Contracting the Shelter Provider
- Site Operations (including utilities, site repairs, and other expenses)
- Staff & Program Cost includes County and City Staff



12 Months of Shelter Operations

Expenses Include:

- Contracting the Shelter Provider.
- Site Operations (including utilities, site repairs, and other expenses).
- Staff & Program Cost includes County and City Staff



Council Procedures

2023 Update

November 2023

Purpose and updates

- Specifies certain procedures as required by Metro Code
- Reflection of current practices
- Shared understanding of procedures promotes efficiency and respect
- Proposed updates reflect changes to Council practice (e.g., hybrid meetings)

Procedures to adopt by resolution

- Rules for placing items on the consent agenda
- Introduction and consideration of resolutions and ordinances
- General order of business for Council meetings
- Rules governing work sessions
- Rules governing conduct of debate
- Rules and procedures for communications from the public

Summary of proposed updates

- Meeting materials 48 hours prior to meetings
- 24 hours' notice of absences with reason
- Council President may cancel meetings/convert to virtual if >4 Councilors will be in-person
- 24 hours' notice prior to objections to consent agenda and motions on legislation
- Councilors attending virtually will keep their cameras on for the entire meeting

Policy questions

- Is the level of detail in the procedures sufficient to answer questions you may have about the administration of Council meetings and work sessions?
- Do the proposed changes to the Council procedures reflect your expectations and values?
- Are there additional expectations or practices that should be added to the procedures?



Garbage & Recycling System Facilities Plan

Metro Council Work Session
Phase 3 Scenarios Overview
November 9, 2023



Reuse, Recycling and Garbage System Symposium – Sept 27



Metro

Garbage and Recycling System Facilities Plan

Discussion Guide



Welcome

Reuse, Recycling and Garbage System Symposium

Workshop Discussion Guide
September 2023



The Garbage and Recycling System Facilities Plan

The planning process

This project has five steps:

- 1 Identify the **values and outcomes** informed by the 2030 Regional Waste Plan into the facilities planning process.
- 2 Conduct a **gap analysis** to identify current and future facility needs and develop scenario evaluation criteria.
- 3 Develop and discuss **scenarios** and choose a preferred set of investments to address the gaps.
- 4 Create a **funding and implementation strategy** to pay for the selected investments.
- 5 Draft a **final plan** for Metro Council to consider for adoption.

The Garbage and Recycling System Facilities Plan aims to improve the garbage and recycling system – including public, private and non-profit facilities. While the main goal is to develop a comprehensive plan for investing in public infrastructure, Metro could influence what private and non-profit industry partners build and improve.

"There is inconsistent access to all of the region's garbage and recycling services, in part because facilities were developed to suit the region's needs many years ago. Today, facilities are not always located where they are most needed, nor are they scaled to meet community needs."
- 2030 Regional Waste Plan



Scenarios overview

The scenarios on the following pages apply three main tools in different ways to address facility gaps that were identified through engagement and analysis.

Scenarios

This guide shows four potential scenarios: Baseline, Full-Service, Distributed and No-Build. As you look through the scenarios, make note:

- What are the potential challenges and opportunities within each scenario?
- Is there a combination of the scenarios that would best advance the project's values and outcomes for greater Portland?

Your input during the Reuse, Recycling and Garbage System Symposium and the preferences you share in the survey will help inform Metro Council's decision this winter on a preferred scenario. The preferred scenario or combination of scenario components will move forward into phase four of the System Facilities Plan for more analysis, including developing a detailed funding and implementation strategy.

Baseline	Full-Service	Distributed	No-Build
Metro does not build new facilities or address facility gaps, but maintains current facilities	Metro builds four large transfer stations and two new reuse facilities	Metro builds a network of distributed mid-sized facilities across the three counties	Metro increases requirements, invests in private facilities and renovates existing facilities



Project purpose

Determine the right set of capital investments to achieve the goals of the 2030 Regional Waste Plan to:

- Reduce waste to landfill
- Improve access to facilities
- Keep services affordable
- Improve system resilience



“There is inconsistent access to all of the region’s garbage and recycling services, in part because facilities were developed to suit the region’s needs many years ago.”
- 2030 Regional Waste Plan

Project phases

1. Identify values and outcomes
2. Identify gaps and evaluation criteria
- 3. Develop and review scenarios**
4. Draft a plan and implementation strategy
5. Draft a final plan for Metro Council consideration







Building the scenarios

Tools to Address Facilities Gaps:

1. Building new Metro facilities and/or renovating existing ones
2. Directing investments in private and non-profit facilities
3. Developing and requiring new policies and programs

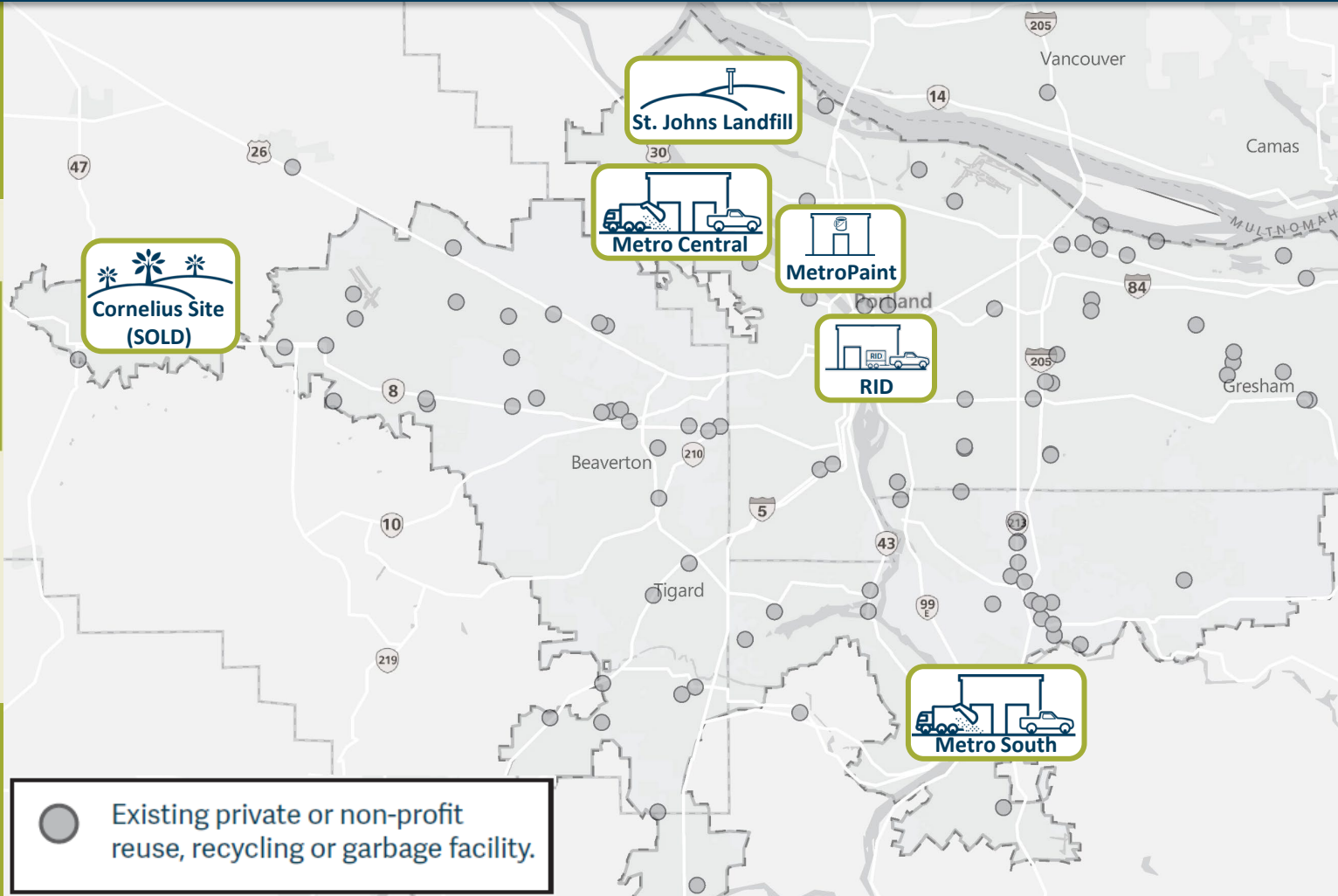


Building the scenarios

Baseline	Full-Service	Distributed	No-Build
			
Metro does not build new facilities or address facility gaps, but maintains current facilities	Metro builds four large transfer stations and two new reuse facilities	Metro builds a network of distributed mid-sized facilities across the three counties	Metro increases requirements, invests in private facilities and renovates existing facilities

Baseline

Metro does not build new facilities or address facility gaps, but maintains current facilities



Baseline

Only essential improvements to Metro Central and Metro South

Sell Cornelius Site

No change to current operations at RID, MetroPaint or St. Johns Landfill



Metro

Baseline



Metro does not build new facilities or address facility gaps, but maintains current facilities

Environment



Access



Jobs



Low Cost



Environmental Justice



Resilience



Costs & Waste Reduction in 2040

Average garbage & collection bill
for single family households

\$39.00
per month

1.13 million tons of materials
recovered for reuse, recycling and
composting

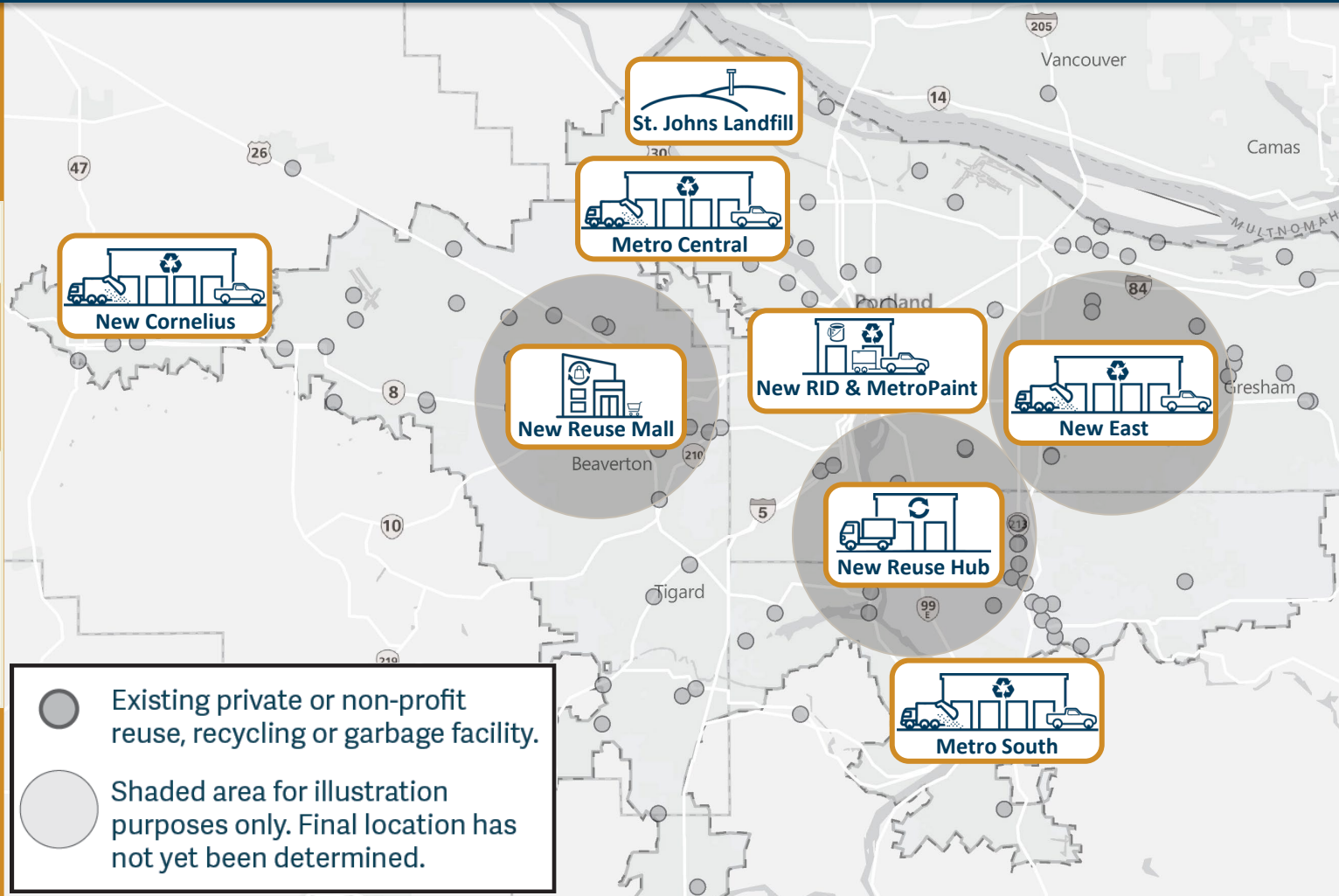


Metro

Full-Service



Metro builds four large transfer stations and two new reuse facilities



Full-Service

Four full-service transfer stations

Two regional reuse facilities

New RID & MetroPaint

No change at St. Johns Landfill



Metro

Garbage and Recycling System Facilities Plan

Full-Service



Metro builds four large transfer stations and two new reuse facilities

Environment



Access



Jobs



Low Cost



Environmental Justice



Resilience



Costs & Waste Reduction in 2040

Average garbage & collection bill
for single family households

\$41.80
per month

1.29 million tons of materials
recovered for reuse, recycling and
composting

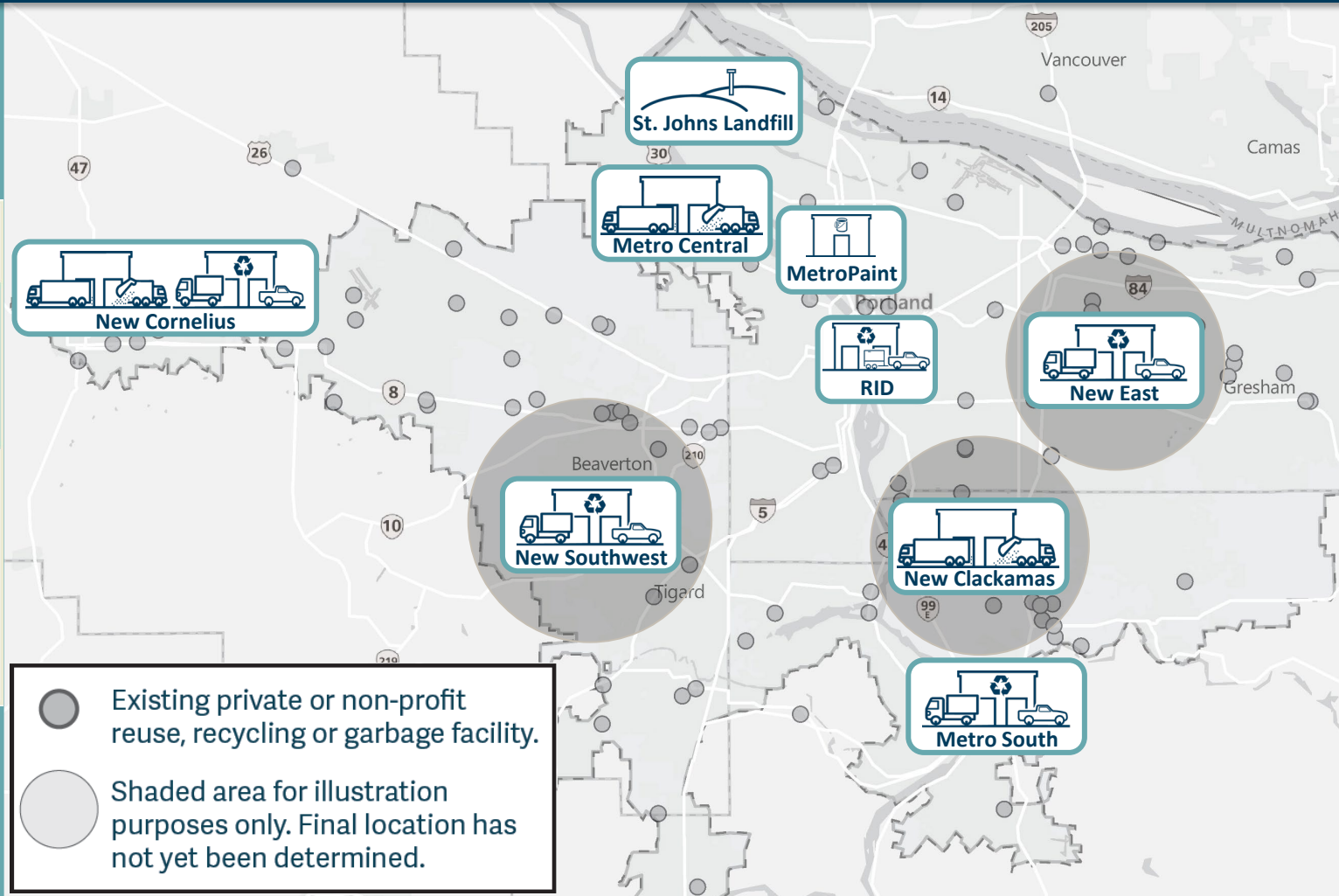


Metro

Distributed



Metro builds three medium-sized transfer stations and four reuse facilities



Distributed

Public recycling centers with warehouse hubs

Three commercial facilities

New MetroPaint

No change at St. Johns Landfill



Metro

Garbage and Recycling System Facilities Plan

Distributed



Metro builds three medium-sized transfer stations and four reuse facilities

Environment



Access



Jobs



Low Cost



Environmental Justice



Resilience



Costs & Waste Reduction in 2040

Average garbage & collection bill
for single family households

\$40.70
per month

1.23 million tons of materials
recovered for reuse, recycling and
composting

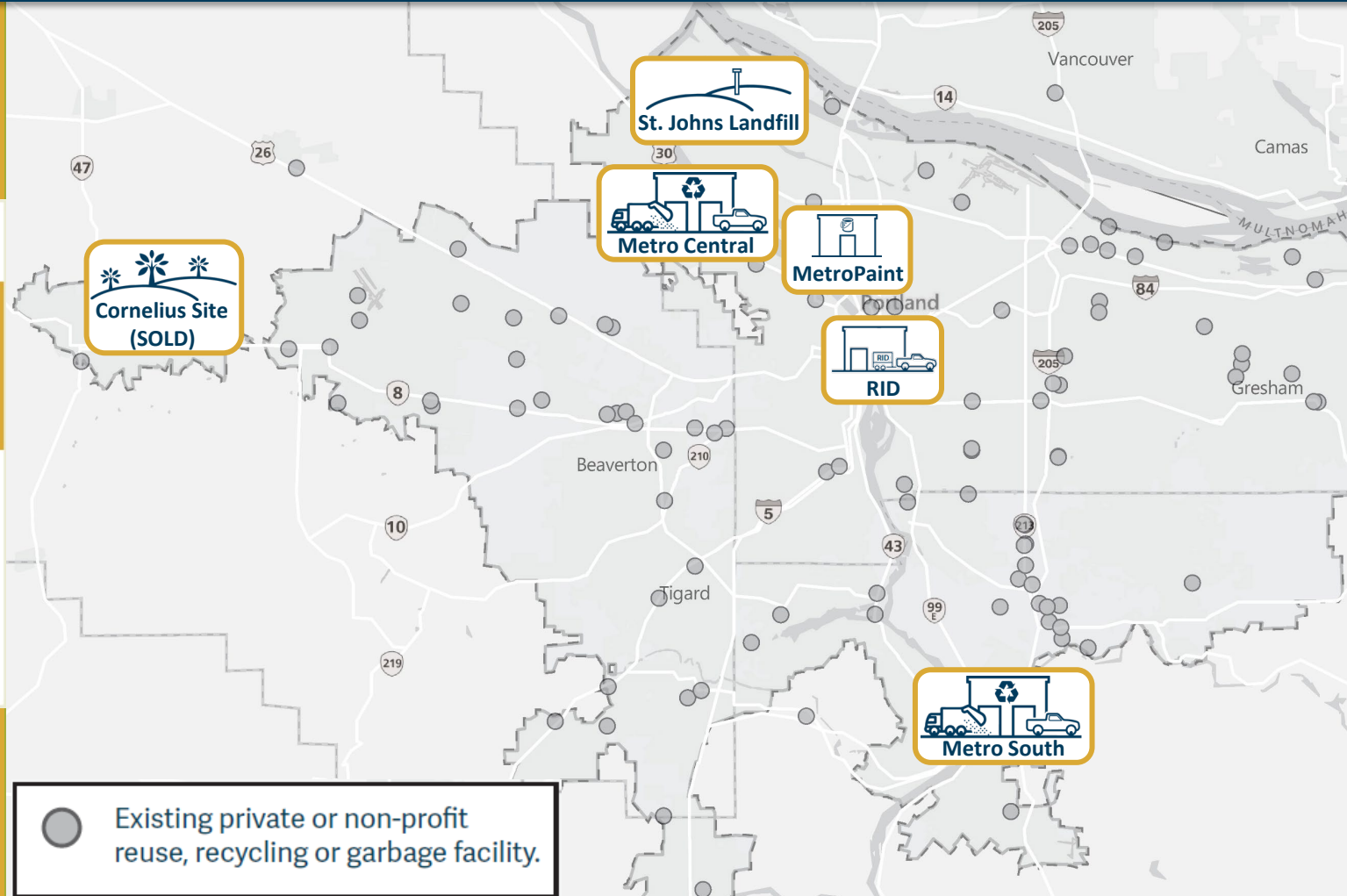


Metro

No-Build



Metro increases requirements, invests in private facilities and renovates existing facilities



No-Build

Regulate

- Local government curbside programs
- Private facility rates for commercial wet and dry waste

Invest

- Dedicated fee to invest in reuse and repair sector
- Financing to expand or add services at private facilities

Renovate

- Redevelop Metro Central and Metro South
- Continue operations at RID, MetroPaint, St. Johns Landfill

No-Build



Metro increases requirements, invests in private facilities and renovates existing facilities

Environment



Access



Jobs



Low Cost



Environmental Justice



Resilience



Costs & Waste Reduction in 2040

Average garbage & collection bill
for single family households

\$49.40
per month

1.22 million tons of materials
recovered for reuse, recycling and
composting



What's next



Questions/Discussion

- Does Council have questions about the scenarios?
- Does Council have questions about project next steps?



Placeholder slides



Comparing Scenarios

	Baseline	Full-Service	Distributed	No-Build
Each scenario was scored using a set of 15 criteria grouped into the six categories below.				
Environment	1.00	5.00	4.50	3.50
Access	1.00	4.50	5.00	3.25
Jobs	1.00	5.00	4.25	2.50
Cost	5.00	1.00	2.75	1.25
Environmental Justice	1.50	1.00	5.00	3.25
Resilience	2.25	3.00	3.25	2.50
For more information, view Appendix D.				



Comparing Scenarios

	Baseline	Full-Service	Distributed	No-Build
Waste Reduction Tons of materials recovered in 2040 for reuse, recycling and composting.	1.13 million	1.29 million	1.23 million	1.22 million
Access Percentage of the population in 2040 who live within 20 minutes of the nearest self-haul facility.	78.7%	93.8%	98.7%	87.5%
Affordability Average single-family garbage and recycling collection bill in 2040 (shown in today's dollars).	\$39.00 per month	\$41.80 per month	\$40.70 per month	\$49.40 per month
For more information, view Appendix D.				



The Garbage and Recycling System Facilities Plan

Who we heard from at the Symposium

- Community
- Reuse/Repair
- Private Industry
- Local Government



The Garbage and Recycling System Facilities Plan

Who we heard from

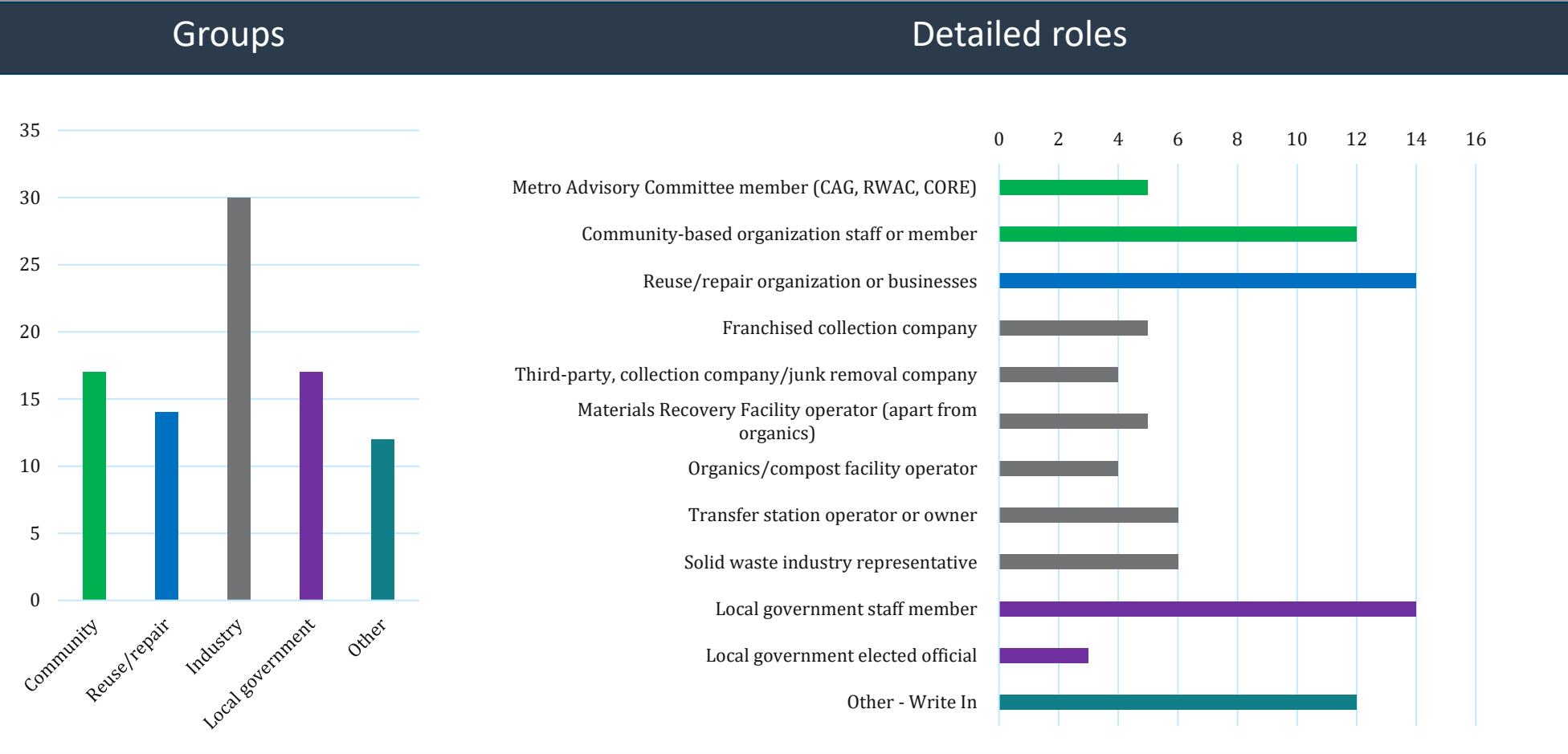
Symposium attendees:

78

Survey respondents:

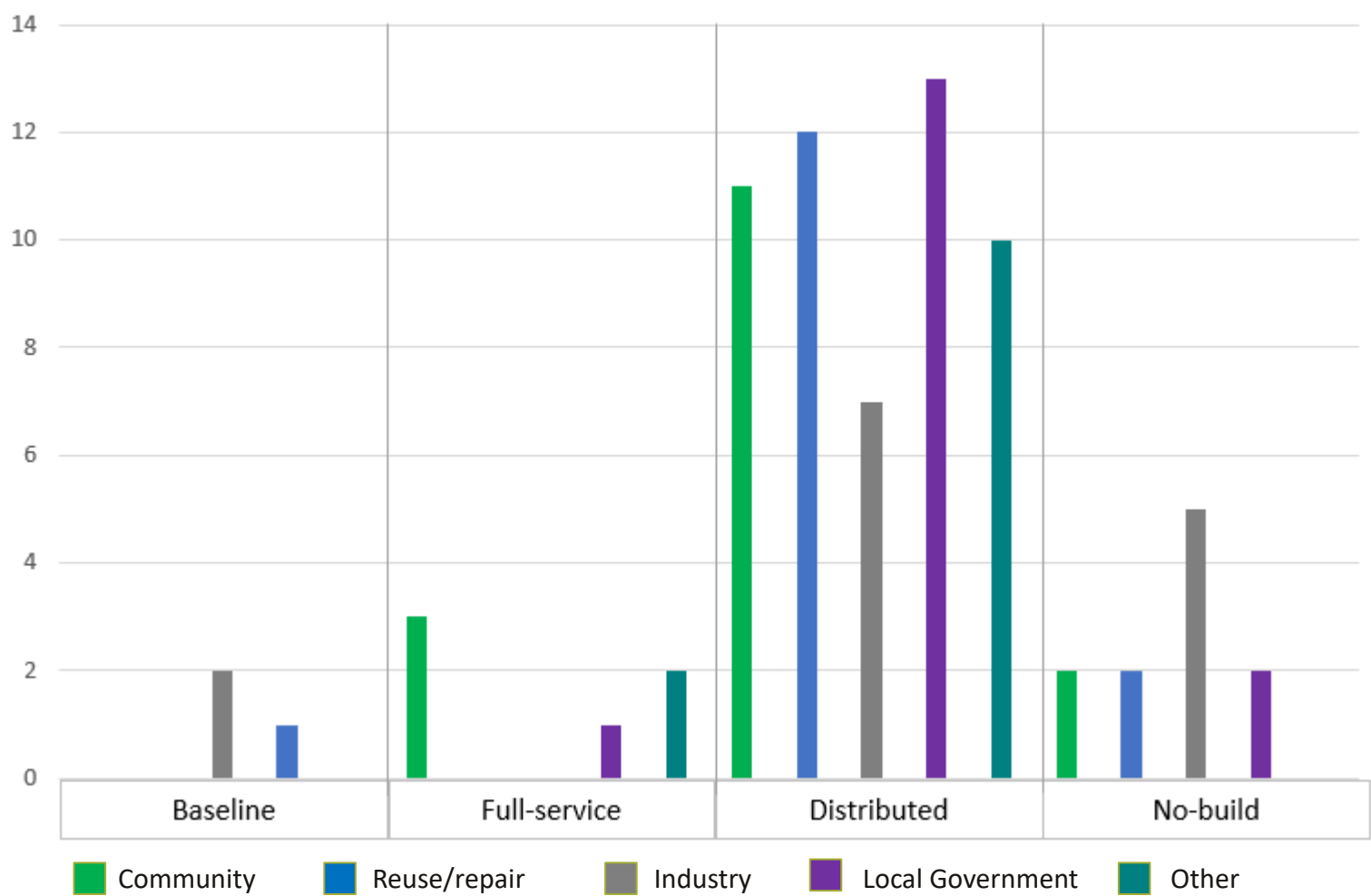
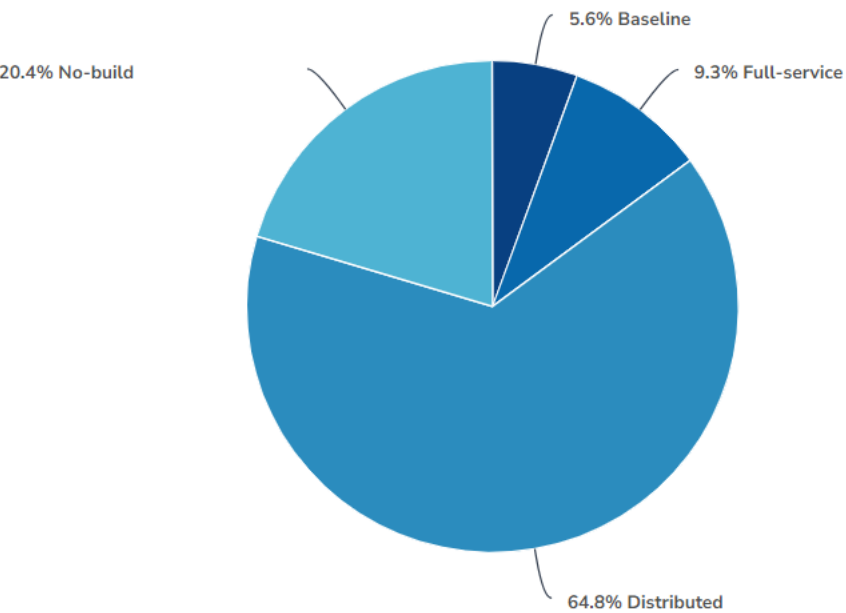
54

Symposium Survey respondents



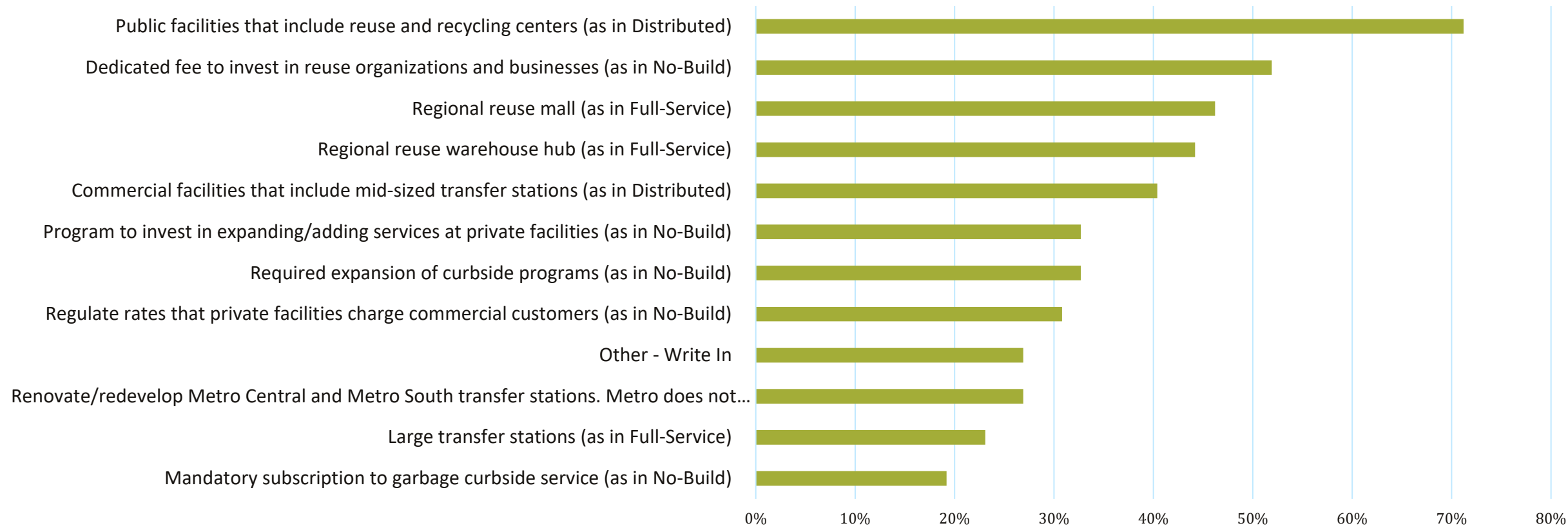
The Garbage and Recycling System Facilities Plan

Preferred scenario



The Garbage and Recycling System Facilities Plan

Preferred scenario components



The Garbage and Recycling System Facilities Plan

Questions we heard

Full-Service

- How would partner agencies for reuse/repair be selected?
- What is the advantage of Metro operating facilities developed under the Full-Service scenario?
- How would organics be incorporated?
- What would be the impacts to private facility operators?

Distributed

- Why did the distributed scenario score better than Full-Service for Environmental Justice?
- What is the rationale for separating public and commercial uses?

No-Build

- How would we expect private development to unfold in this scenario?
- Why does shifting volume from existing Metro transfer stations increase estimated costs?
- How would the renovation of Metro transfer stations be financed? How would it work operationally during construction?
- What are the assumption about materials added to curbside collection and service frequency?



Common Questions

- What would the Full-Service scenario mean for existing businesses?
- Why did the Distributed scenario score better than Full-Service for Environmental Justice?
- What is the rationale for separating public and commercial uses under the Distributed scenario?
- Why is the No-Build scenario the most expensive?
- Why does shifting volume from existing Metro transfer stations increase cost under the No-Build scenario?
- How would the renovation of Metro transfer stations be financed under the No-Build scenario?
- What materials do we expect would be added to curbside collection under the No-Build scenario?
- How does this project interact with RMA?
- Overall, how do costs to provide facilities/services compare between public and private providers?

Scenario Elements – facility definitions



Full-service transfer stations

Customers	From individuals and businesses like contractors and landscapers, to haulers that provide curbside collection services.
Materials	In all scenarios, garbage, construction waste, food waste, yard debris, clean wood, household hazardous waste and recyclables from the public. In Full-service scenario, donated items for reuse.
Scenarios	Baseline – Metro Central and South but have limited recycling and no reuse drop-off options. No Build – Metro Central and South renovations to provide better service, but no reuse options. Full-service – New facilities with state-of-the-art reuse and recycling public drop-off areas. A small reuse and recycling drop-off facility would be co-located with RID and MetroPaint.



New Reuse Hub

Scenarios	Distributed – Regional facility for multiple reuse organizations and businesses to store, process and repair used items collected from residents or businesses at the same facility or elsewhere.
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New Reuse Mall

Scenarios	Distributed – Regional facility for multiple organizations and businesses to sell used, upcycled and refurbished items. Could provide space for community gatherings and sustainability events and for food vendors focused on sustainably-sourced ingredients and low-carbon food options.
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Commercial facilities

Customers	Haulers and business customers like contractors and landscapers. Residents with household hazardous waste not accepted at public facilities like ammunition and asbestos.
Materials	Garbage, construction waste, food waste, yard debris and clean wood. All household hazardous items currently accepted at Metro facilities.
Scenarios	Distributed – Three facilities: a redeveloped Metro Central, one co-located with public facility in Cornelius, and a new one in Clackamas County. Each of these facilities would have a full household hazardous waste facility open to the public and for consolidating materials collected at public facilities.



Public facilities

Customers	Individuals and businesses with small amounts of materials.
Materials	Items for reuse, recyclables, yard debris, clean wood, mixed garbage and limited household hazardous waste , like items currently accepted at Metro mobile collection events.
Scenarios	Distributed – Five facilities: a redeveloped Metro South, one co-located with commercial facility in Cornelius, two new ones in southwest Washington County and east Multnomah County, and a small reuse and recycling drop-off facility co-located with the RID. All except RID facility would also have reuse retail space and reuse warehouse hubs for one or more businesses and organizations to sell and process and store items for reuse.

Scenario Elements

Facilities



Full-service transfer stations



Commercial facilities



Public facilities (reuse and recycling centers)



New Reuse Hub



New Reuse Mall

Actions

Regulate

Invest

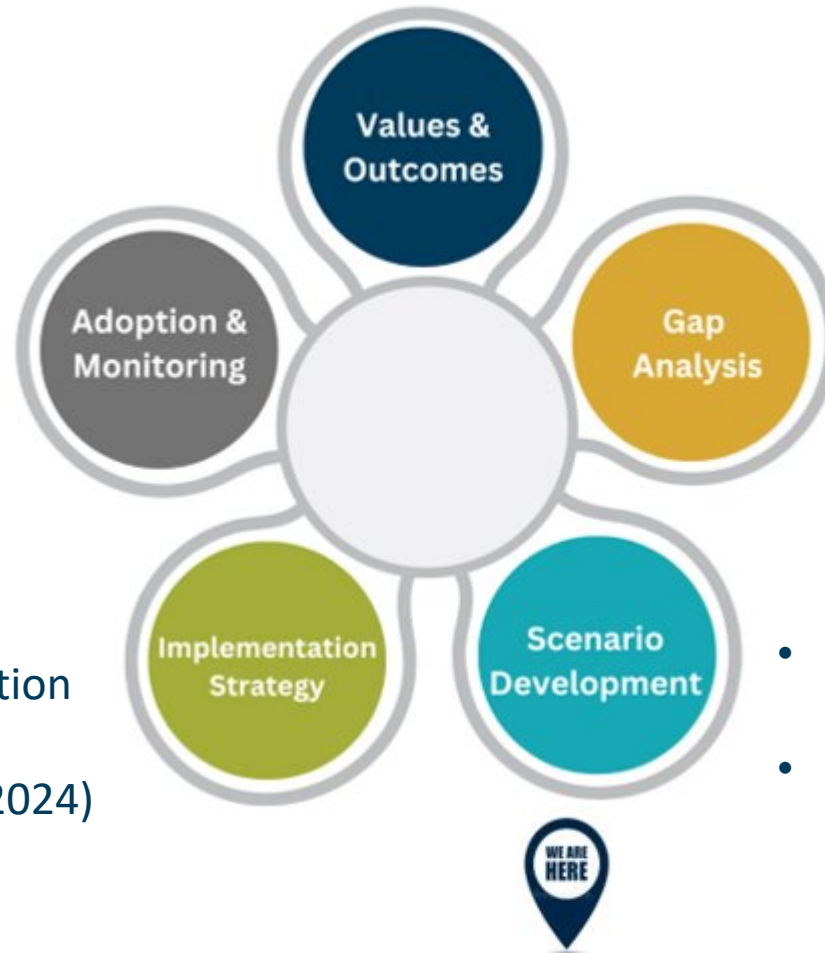
Renovate

Build new

Lease and improve

Next steps

- Final plan for Council review, adoption by resolution (Nov 2024)



- Draft plan elements and implementation strategy for approval (Jun 2024)
- Draft plan for Council approval (Sep 2024)

- Engagement Summary and preferred scenario elements (Dec 2023)
- Preferred scenario elements decision (Feb 2024)