

Council meeting agenda

Thursday, January 9, 2025

10:30 AM

**Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID:
615 079 992 or 888-475-4499 (toll free)**

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> Webinar ID: 615 079 992 or 888-475-4499 (toll free)

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. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of 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. Consent Agenda

- 3.1 Resolution No. 25-5452 For The Purpose of Organizing
The Metro Council and Confirming Committee Members

[RES 25-5452](#)

Attachments: [Resolution No. 25-5452](#)
[Exhibit A](#)

- 3.2 Resolution No. 25-5448 For The Purpose Of Adding Or Amending A Total Of Eleven Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements [RES 25-5448](#)
Attachments: [Resolution no. 25-5448](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)
- 3.3 Resolution No. 25-5454 For the Purpose of Adopting Revised Employment Agreements for Metro's Chief Operating Officer and Metro Attorney [RES 25-5454](#)
Attachments: [Resolution No. 25-5454](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
- 3.4 Resolution No. 25-5455 For the Purpose of Approving Amendments to the Employment Contracts for Directors, Deputy COOs and the General Manager of Visitor Venues [RES 25-5455](#)
Attachments: [Resolution No. 25-5455](#)
[Exhibit A](#)
[Staff Report](#)
- 3.5 Consideration of the December 12, 2024 Council Meeting Minutes [25-6190](#)
Attachments: [121224c minutes-signed](#)
- 3.6 Consideration of the December 19, 2024 Council Meeting Minutes [25-6187](#)
Attachments: [121924c minutes- signed](#)

4. Resolutions

- 4.1 Resolution 25-5450 For the Purpose of Representing and Memorializing the Histories and Cultures Associated with the Portland Expo Center [RES 25-5450](#)

Presenter(s): Stephanie Redman (she/they), Expo Future Project Manager
Craig Stroud (he/him), General Manager Visitor Venues

Attachments: [Resolution no. 25-5450](#)
[Staff Report](#)
[Attachment 1](#)

- 4.2 Resolution No. 25-5451 For The Purpose Of Redeveloping The Portland Expo Center As A Sports-Oriented Destination Venue [RES 25-5451](#)

Presenter(s): Stephanie Redman (she/they), Expo Future Project Manager
Craig Stroud (he/him), General Manager Visitor Venues

Attachments: [Resolution 25-5451](#)
[Staff Report](#)
[Attachment 1](#)

5. Ordinances (First Reading and Public Hearing)

- 5.1 Ordinance No. 25-1522 For the Purpose of Amending the Industrial and Other Employment Areas Map of Title 4 of the Urban Growth Management Functional Plan for the Montgomery Park area of the City of Portland [ORD 25-1522](#)

Presenter(s): Glen Hamburg (he/him), Senior Regional Planner

Attachments: [Ordinance No. 25-1522](#)
[Staff Report](#)
[Exhibit A](#)
[Exhibit B](#)
[Attachment 1](#)
[Attachment 2](#)
[Attachment 3](#)
[Attachment 4](#)
[Attachment 5](#)

5.1.1 Public Hearing for Ordinance No. 25-1522

- 6. Chief Operating Officer Communication**
- 7. Councilor Communication**
- 8. Adjourn**

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រកាសស្តីពីការមិនរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإيداع شكوى ضد التمييز، يُرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1700 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

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**3.1 Resolution No. 25-5452 For The Purpose of Organizing
The Metro Council and Confirming Committee Members**
Consent Agenda

Metro Council Meeting
Thursday, January 9, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ORGANIZING THE	)	RESOLUTION NO. 25-5452
METRO COUNCIL AND CONFIRMING)	
COMMITTEE MEMBERS	)	Introduced by Council President Lynn
	)	Peterson

WHEREAS, the Metro Charter, Chapter IV Section 16(5) directs the Metro Council to adopt an annual organizing resolution for the orderly conduct of Council business; and

WHEREAS, Chapter 2.01 directs the Metro Council at its first meeting after the first Monday in January to elect a Deputy Council President for the ensuing year; directs the Metro Council to establish such committees as the Council deems necessary for the orderly conduct of Council business; and provides that the Council President shall appoint certain committee members and committee chairs subject to confirmation by the Council by resolution; and

WHEREAS, the Council President has nominated Councilor Ashton Simpson to serve as the Deputy Council President for 2025; and

WHEREAS, the Council President has appointed Councilor Juan Carlos González as Chair of the Joint Policy Advisory Committee on Transportation (JPACT), Councilor Christine Lewis as Vice Chair, and Councilor Aston Simpson as a member of JPACT, and Councilor Duncan Hwang as an alternate member of JPACT; and

WHEREAS, the Council President has appointed Councilors Duncan Hwang, Mary Nolan, and Gerritt Rosenthal as members of the Metropolitan Policy Advisory Committee (MPAC); and

WHEREAS, the Council President has appointed Councilors to chair and serve as members or alternates on those committees, commissions and boards as set forth in the attached Exhibit A for 2025, and the remaining Councilors wish to confirm those appointments; and

WHEREAS, the Council President has also designated Councilors to serve as liaisons or representatives of the Council for various functions, organizations, and issues determined to be related to carrying on the orderly business of the Council as also set forth in attached Exhibit A; now therefore,

BE IT RESOLVED:

1. That the Metro Council confirms the Council President's appointment of Ashton Simpson as Deputy Council President for 2025.
2. That the Metro Council confirms the Council President's appointments of Councilors to JPACT and MPAC.
3. That the Metro Council approves the designation of Councilors to serve as liaisons or representatives of the Council as also set forth in Exhibit A.

ADOPTED by the Metro Council this 9th day of January 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2025 Metro Council Liaison Assignments

Revised December 30th 2024

SECTION I: ASSIGNMENTS and/or APPOINTMENTS REQUIRED BY LAW, CODE OR STATUTE

Obligatory liaison assignments are required by the Metro Charter, Metro Code or other statute. These positions are appointed by the Council President and confirmed by the Metro Council.

COMMISSION or ADVISORY COMMITTEE	SOURCE OF REQUIREMENT	COUNCILOR(S) ASSIGNED
Deputy Metro Council President	Metro Charter	Simpson
Future Vision Commission		Gonzalez (Chair) Peterson
Joint Policy Advisory Committee on Transportation (JPACT)	Federally mandated/MPO role; JPACT Bylaws	Gonzalez (Chair) Lewis (Vice Chair) Simpson
JPACT Alternate	Federally mandated/MPO role; JPACT Bylaws	Hwang
Metro Policy Advisory Committee (MPAC)	Metro Charter	Hwang Nolan Rosenthal
Regional Waste Advisory Committee		Nolan (Chair) Lewis (Vice Chair)

SECTION II: OTHER REQUIRED APPOINTMENTS

Other liaison assignments are required by Metro legislation or intergovernmental agreements. These positions are appointed by the Council President. Confirmation by the Council is not required.

OTHER COMMITTEE	SOURCE OF REQUIREMENT	COUNCILOR(S) ASSIGNED
Committee on Racial Equity (CORE)	Bylaws; 2 Metro Councilors serve as non-voting members	Peterson Hwang
Forest Grove Community Enhancement Grant Committee	IGA / District 4 duty	Gonzalez
Gresham Community Enhancement Grant Committee	IGA / District 1 duty	Simpson
Metro Audit Committee	Metro Code/Metro ordinance	Rosenthal

Metro Central Enhancement Committee	Metro Code / District 5 duty	Nolan
Metropolitan Exposition-Recreation Commission (MERC) Council Liaison	Metro Code	Rosenthal Simpson (Alternate)
Natural Areas Capital Program Oversight Committee	Metro Code	Simpson Nolan Rosenthal
Oregon City Metro Enhancement Committee	IGA / District 2 duty	Lewis
Oregon Zoo Foundation (OZF) Board <i>Ex Officio</i> Members	Agreement with OZF	Lewis Rosenthal Simpson
Supportive Housing Services Regional Oversight Committee	Metro Code	Lewis
Sherwood Community Enhancement Grant Committee	IGA District 3 duty	Rosenthal
Southwest Washington Regional Transportation Council (SWRTC)	IGA	Gonzalez Simpson (Alternate)
Suttle Road Community Enhancement Grant Committee	IGA District 5 duty	Nolan
Supportive Housing Services Tri County Planning Body	IGA	Lewis
Transit Oriented Development (TOD) Steering Committee	Metro resolution	Hwang Rosenthal (Alternate)
Travel Portland Board	Agreement with Travel Portland	Simpson
Troutdale Community Enhancement Grant Committee	IGA District 1 duty	Simpson
Urban Flood Safety and Water Quality District	IGA	Rosenthal
Visitor Development Fund (VDF) Board	IGA President and one other councilor	Peterson Simpson

Willamette Cove Liaison	Metro resolution	Nolan
Wilsonville Community Enhancement Grant Committee	IGA District 3 duty	Rosenthal

SECTION III: EXTERNAL OR OPTIONAL ASSIGNMENTS

External assignments relate to committees or organizations that request participation from the Metro Council. The Council President appoints external and optional liaisons, unless otherwise noted. Confirmation by the Council is not required.

ASSIGNMENTS	COUNCILOR(S) ASSIGNED
82nd Avenue Transit Corridor Committee	Hwang Lewis
Affordable Housing Bond Oversight Committee Liaison	Nolan
Clackamas County Coordinating Committee (C4)	Lewis Simpson (Alternate)
Community Place Making Advisory Committee	Hwang Lewis
Construction Career Pathways Project (C2P2) (Executive Sponsors)	Hwang Simpson
Earthquake Ready Burnside Bridge Policy Group (Multnomah County)	Nolan
Expo Futures Committee	Peterson Lewis Rosenthal (Alternate)
Greater Portland Inc. (GPI)	Simpson Peterson (Alternate)
Interstate Bridge Replacement Executive Steering Group	Peterson Nolan (Alternate)
Land Conservation and Development Commission (LCDC) Local Officials Advisory Committee (LOAC)	Rosenthal
Legislative Liaison	Lewis Nolan

	Peterson
ODOT Region 1 Area Commission on Transportation (ACT)	Gonzalez
Oregon Transportation Planning (OTP) Committee [<i>external appointment</i>]	Gonzalez
Oregon Metropolitan Planning Organization Consortium (OMPOC)	Gonzalez Lewis (Alternate)
Regional Economic Associations 1. Columbia Corridor Assoc. 2. Westside Economic Alliance 3. Clackamas County Business Alliance	1. Nolan 2. Gonzalez 3. Lewis
Regional Disaster Preparedness Organization (RDPO)	Rosenthal
Regional Solutions Advisory Committee	Simpson
Regional Waste Advisory Committee	Nolan (Chair) Lewis (Vice Chair)
TV Highway Steering Committee	Gonzalez Rosenthal (Alternate)
TriMet – State Transportation Improvement Fund (STIF) Committee	Hwang
Waste Prevention and Environmental Services (WPES) Innovation & Investment Grant Selection Committee	Rosenthal
Westside Multimodal Improvements Study	Gonzalez Peterson (Alternate)
Willamette Falls Locks Authority [<i>external appointment</i>]	Lewis
Workforce Development Board	Simpson Peterson (Alternate)
Ultra High-Speed Corridor Advisory Group [<i>external appointment</i>]	Simpson

**3.2 Resolution No. 25-5448 For The Purpose Of Adding Or
Amending A Total Of Eleven Projects To The 2024-27 MTIP
To Meet Federal Project Delivery Requirements**
Consent Agenda

Metro Council Meeting
Thursday, January 9, 2025

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
AMENDING A TOTAL OF ELEVEN
PROJECTS TO THE 2024-27 MTIP TO
MEET FEDERAL PROJECT DELIVERY
REQUIREMENTS**

) RESOLUTION NO. 25-5448
)
) 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 (USDOT) 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. 23-5335 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 USDOT 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, Metro's Tualatin Valley Highway Transit and Development project is committing the remaining \$5 million dollars of prior Metro approved Carbon funds to support ongoing preliminary engineering project development required actions; and

WHEREAS, the December FFY 2025 MTIP formal amendment is adding new Safe Streets For All Planning grant awards for Metro and Milwaukie, plus an Implementation category grant award for the city of Portland allowing all three to complete their required grant agreement with the Federal Highways Administration, obligate the awarded funds, and implement the projects; and

WHEREAS, the Oregon Department of Transportation's (ODOT) Public Transportation Division is correcting their FFY 2025 Federal Transit Administration (FTA) Section 5310 funding award supporting elderly and disabled transit needs to TriMet which increases the funding award to \$3,674,037; and

WHEREAS, the ODOT Public Transportation Division also has awarded FFY 2026 and FFY 2027 funding to TriMet supporting of their FTA Section 5310 program for transit services to the special needs, seniors, and other transit-dependent populations totaling \$7,348,074; and

WHEREAS, the California and Washington Department of Transportations along with ODOT received a three-state \$102.3 million Charging and Fueling Infrastructure (CFI) grant with ODOT's share being \$21,133,653 to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors; and

WHEREAS, the city of Tualatin also receive a \$15,000,00 CFI funding award to deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions; and

WHEREAS, the formal MTIP amendment is adding Oregon City's new FFY 2024 \$4 million dollar Congressionally Directed Spending award to provide various safety upgrades on Washington Street to meet federal delivery requirements; and

WHEREAS, The MTIP formal amendment adds TriMet's new \$2,360,000 USDOT Advanced Transportation Technology and Innovation discretionary grant award to the MTIP which will deploy and provide connecting technology on Light Rail Vehicles to traffic signals in order to increase driver and passenger safety and reduce traffic delays; and

WHEREAS, the programming updates to the eleven projects are stated in Exhibit A to this resolution; and

WHEREAS, on December 6, 2024, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 19, 2024, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend, cancel, or add the eleven projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this 9th day of January 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
December FFY 2025 Formal/Full MTIP Amendment Summary
Formal Amendment #: DC25-03-DEC

The December Federal Fiscal Year (FFY) 2025 MTIP Formal Amendment represents the regular bundle of projects being amended or added to the 2024-27 MTIP to meet various federal delivery process approval requirements. The amendment bundle contains eleven projects. This amendment adds nine new projects and amends two existing projects by adding funding to the projects. There are no projects being canceled from the MTIP and STIP through this amendment. A summary of the eleven projects includes the following:

- **Projects Being Canceled from the 2024-27 MTIP and STIP: None.**
- **New and Existing Projects Being Amended to the 2024-27 MTIP and STIP:**
 - **Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued (Metro):** The MTIP formal amendment adds the remaining Metro approved \$5 million of Carbon funds to the project's phase to continue transit related project development activities.
 - **Key 23807 (New Project) - Targeted Safe Routes to School Interventions in Portland Area (Metro):** The MTIP formal amendment adds the "Safe Street For All" (SS4A) discretionary awarded planning project to the MTIP. The project contains a \$1,110,000 FHWA SS4A FFY 2024, Round 3 Planning and Demonstration grant award. Metro is delivering this project as a direct recipient working directly with FHWA to compete delivery requirements. The award will be used to develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.
 - **Key 23751 - Safety Assessment of Harrison Street Corridor (Milwaukie):** The formal amendment is a second new SS4A planning grant ward of \$320,000 being added to the MTIP. The project will Identify crash hotspots and contributing factors within the Harrison Street corridor, plus evaluate countermeasures along the corridor to mitigate crashes, promote safety.
 - **Key 23790 - Oregon Transportation Network - TriMet FFY26 (ODOT):** This is another federal funding award of \$3,674,037 from the OODT Public Transportation Division (PTD) to TriMet for FFY 2026 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.

- **Key 23800 – Oregon Transportation Network - TriMet FFY 27 (ODOT):** The formal amendment adds the ODOT PTD federal funding award of \$3,674,037 for TriMet for FFY 2027 supporting FTA Section 5310 program areas that address the transit needs of elderly and disabled persons. ODOT will complete the flex transfer to FTA which will then enable TriMet to obligate and expend the funds.
- **Key 23727 - Oregon Transportation Network - TriMet FFY25 (ODOT):** The formal amendment corrects the total federal award to TriMet. The project was originally submitted as part of the October MTIP formal amendment bundle. However, after Metro Council had already approved the bundle, ODOT discovered a mistake in the federal fund allocation. Through this formal amendment, the federal fund award is being corrected to reflect a total award of \$3,674,037 for FFY 2025.
- **Key 23815 - I-5: Truck Charging and Fueling Stations (ODOT):** The formal amendment adds the new Charging and Fueling Infrastructure (CFI) 3-state (Caltrans, ODOT, and WSDOT) award. The 3-state total grant award is \$102.3 million dollars. ODOT's Oregon share is \$21,092,144. The CFI grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington.
- **Key 23759 - Washington Street: Metro South - Abernethy Rd (Oregon City):** The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) total \$4 million dollar award for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- **Key 23813 - 82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland):** The formal amendment adds the new Safe Streets For All FFY 2024 Implementation category award totally \$9,600,000 for Portland to complete various project development actions in the 82nd Ave corridor.
- **Key 23811 - Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet):** The formal amendment adds the new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant totaling \$2,360,000 for TriMet to deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions.

- [Key 23787 - Tualatin and Neighbors Charging Up \(TANC-UP\) \(Tualatin\)](#): The formal amendment adds the new CFI discretionary award grant of \$15 million to support Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

Exhibit A Tables (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 November Formal MTIP Amendment bundle of projects. See the Exhibit A/MTIP Worksheets for the detailed changes and consistency review compliance areas.

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5448

December FFY 2025 Regular Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: DC25-03-DEC

Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Existing Projects Being Canceled in the 2024-27 MTIP: None				

Category: Adding New and Amending Existing Projects to the 2024-2027 MTIP:

(#1) ODOT Key # 23623 MTIP ID 71430	Metro	Tualatin Valley Hwy Transit & Development Project - Continued	The funding supports the completion of corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment	<u>ADD FUNDING:</u> The formal MTIP amendment adds the remaining Metro authorized \$5 million of Carbon funds to complete project development activities.
(#2) ODOT Key # 23807 MTIP ID TBD <i>New Project</i>	Metro	Targeted Safe Routes to School Interventions in Portland Area (Metro)	Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Safe Streets For All Planning category grant to the MTIP to support safe routes to schools future upgrades.
(#3) ODOT Key # 23751 MTIP ID TBD <i>New Project</i>	ODOT	Safety Assessment of Harrison Street Corridor	The planning study will Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new SS4A \$320,000 grant award to the MTIP. Milwaukie will complete the project under direct recipient delivery rules.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(4) ODOT Key # 23790 MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY26	Transit funding for TriMet <u>in FFY 2026</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2026 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#5) ODOT Key # 23800 MTIP ID TBD <i>New Project</i>	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY27	Transit funding for TriMet <u>in FFY 2027</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	<u>ADD NEW PROJECT:</u> The formal amendment adds the ODOT Public Transportation Division (PTD) award funding for TriMet ion FFY 2027 supporting FTA Section 5310 senior and disabled mobility transit needs.
(#6) ODOT Key # 23727 MTIP ID TBD	ODOT Public Transportation Division	Oregon Transportation Network - TriMet FFY25	TriMet funding for <u>FFY 2025</u> supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)	<u>ADD FUNDING:</u> The project was originally added to the MTIP as part of the October formal amendment. Subsequent to Council approval for the amendment bundle, ODOT discovered an allocation mistake which is being corrected now. The correct FFY 2025 federal funding allocation is \$3,674,037.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#7) ODOT Key # 23815 MTIP ID TBD <i>New Project</i>	ODOT, Caltrans and WSDOT	I-5: Truck Charging and Fueling Stations	The CFI program is a competitive grant program to strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas. The funding award lead agency is California’s Department of Transportation (Caltrans), and totals \$102.3 million supporting a three-state project area focus. The name of the CFI grant award is the “West Coast Truck Charging and Fueling Corridor Project”.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new CFI award. The ODOT grant share is \$21,092,144. The grant award will support the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.
(#8) ODOT Key # 23759 MTIP ID TBD <i>New Project</i>	Oregon City	Washington Street: Metro South - Abernethy Rd	In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new FFY 2024 CDS award to the MTIP to Oregon City to provide various safety upgrades on Washington Street. The CDS award totals \$4 million dollars.
(#9) ODOT Key # 23813 MTIP ID TBD <i>New Project</i>	Portland	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, etc.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Safe Streets For All FFY 2024 award cycle Implementation category award of \$9,600,000 to the MTIP.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#10) ODOT Key # 23811 MTIP ID TBD <i>New Project</i>	TriMet	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)	Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ATTAIN grant for TriMet. TriMet will deliver the project as a direct recipient with FHWA oversight.
(#11) ODOT Key # 23787 MTIP ID TBD <i>New Project</i>	Tualatin	Tualatin and Neighbors Charging Up (TANC-UP)	Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.	<u>ADD NEW PROJECT:</u> The formal amendment adds to the MTIP the new Charging and Fueling Infrastructure (CFI) discretionary award of \$15 million dollars to Tualatin to expand the EV charging network across the north Willamette Valley.

Proposed Amendment Review and Approval Steps	
Date	Action
November FFY 2025 (NV25-02-NOV) Formal Amendment estimated processing and approval timing	
Tuesday, December 3, 2024	Post amendment & begin 30+ day notification/comment period.
Friday, December 6, 2024	December 2024 TPAC Meeting. Provide TPAC members will receive their official notification of the amendment bundle and be requested to provide an approval recommendation for the amendment resolution to JPACT.
Thursday, December 19, 2024	December 2024 JPACT meeting. JPACT will be requested to approve the amendment resolution and provide an approval recommendation to Metro Council. (Proposed to be a Consent Calendar item.)
Friday, January 3, 2025	End the 30-day public comment period.
Thursday, January 9, 2025	Metro Council meeting. Request final Metro approval for the December FFY 2025 MTIP Formal Amendment bundle under amendment DC25-03-DEC. (Proposed to be a Consent Calendar item.)
Wednesday, January 15, 2025	Submit final Metro approved FFY 2025 December Formal amendment bundle to ODOT and FHWA to complete final approval steps.
Late February, 2025	Final approval from FHWA estimated will occur. Added note: Several projects also will require FTA approval.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD FUNDS

Add \$5 million awarded Carbon funds to the project

Project #1**Project Details Summary**

ODOT Key #	23623	RFFA ID:	N/A	RTP ID:	11664	RTP Approval Date:	11/30/2023
MTIP ID:	71430	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the remaining authorized \$5 million of awarded Carbon funds to the project. The project was originally awarded a total of \$6 million dollars split with \$5 million Metro Approved Carbon funds and \$1 million of STBG-U. \$800k of STBG was reprogrammed and replaced by Carbon funds. The remaining authorized \$5 million of Carbon funds are being added through this amendment. . CRP funds will contribute to Metro and partners advancing the project to final design and completing the NEPA phase of the project. This work includes pre-NEPA scoping, design work, addressing NEPA requirements, development of FTA rating materials, and other activities needed to achieve an FTA CIG Small Starts Grant Agreement. The scope of works has been defined to support required Preliminary Engineering phase requirements.

Project Name:	Tualatin Valley Hwy Transit & Development Project - Continued						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Added funding support to Key 22527 to complete corridor planning for the Tualatin Valley Hwy Transit & Development Project study to develop a locally preferred alternative (LPA) for a transit project and alternative analysis for a preferred alignment

MTIP Detailed Description (Internal Metro use only):

A multi-year study through the OR8 corridor in support of Key 22527 between Beaverton and Forest Grove in Washington County, complete various corridor development planning activities including developing an equitable development strategy (EDS) and a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements. (FFY 2025 UPWP funding award supporting Key 22527)

STIP Description:

OR8 corridor planning including developing an equitable development strategy (EDS), a locally preferred alternative (LPA) for a transit project, an alternative analysis for a preferred alignment for future construction of pedestrian improvements.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Corridor/Area Planning						Planning		
	PLANNG, OP-Carbon								
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	Y230	2025	\$ 200,000						\$ -
STBG-U	Y230	2025		\$ 200,000					\$ 200,000
Carbon	Y601	2025						\$ 800,000	\$ -
Carbon	Y601	2025		\$ 5,800,000					\$ 5,800,000
Federal Totals:			\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
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	2025	\$ 22,891						\$ -
Local	Match	2025		\$ 22,891					\$ 22,891
Local	Match	2025						\$ 91,564	\$ -
Local	Match	2025		\$ 663,836					\$ 663,836
Local Totals:			\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 891,564	\$ 1,114,455
Amended Programming Totals			\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727
Total Estimated Project Cost									\$ 6,686,727
Total Cost in Year of Expenditure:									\$ 6,686,727

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ (222,891)	\$ 6,686,727	\$ -	\$ -	\$ -	\$ (891,564)	\$ 5,572,272
Phase Change Percent:	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%	500.0%
Amended Phase Matching Funds:	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Amended Phase Matching Percent:	0.00%	10.27%	N/A	N/A	N/A	0.00%	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 6,000,000	\$ -	\$ -	\$ -	\$ -	\$ 6,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 686,727	\$ -	\$ -	\$ -	\$ -	\$ 686,727
Total	\$ -	\$ 6,686,727	\$ -	\$ -	\$ -	\$ -	\$ 6,686,727

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

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:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5307	

Fiscal Constraint Consistency Review	
1. What is the source of funding? Metro awarded Carbon funds.	
2. Does the amendment include changes or updates to the project funding? Yes. New Carbon funds are being added to the MTIP,.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the Metro Council June 15, 2023 Carbon awards item.	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? Metro Council 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	OR8	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Arterial		Cross Street		Cross Street
	OR 8/Pacific Ave/19th Ave/ Tualatin Valley Highway		B Street (Forest Grove)		Beaverton Transit Center (Beaverton)

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	2	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	2	Last Amendment	Administrative	Date of Last Amendment	February 2024	Last MTIP Amend Num	AM24-07-FEB3
Last Amendment Action	ADD NEW SPLIT PROJECT: The administrative modification splits \$1 million of STBG-U and match from Key 23239 and commits it to a new child project in support of the existing and ongoing Tualatin Valley Hwy Transit & Development Project in Key 22527						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	11664 - Corridor Investment Areas Activities for 2023-2030
RTP Project Description:	<p>The RTP identifies mobility corridors and future high capacity transit capital investments needed to support the 2040 Growth Concept. Corridor investment areas activities focus on aligning investments around specific outcomes to support local and regional goals in locations with multijurisdictional interests. Investment areas activities include completing corridor refinement planning and developing multimodal projects in major transportation corridors identified in the RTP as well as developing shared investment strategies to align local, regional and state investments in economic investment areas that support the region's growth economy. Activities include ongoing involvement in local and regional transit and roadway project conception, funding, and design. Metro provides assistance to local jurisdictions for the development of specific projects as well as corridor-based programs identified in the RTP.</p>
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. Not applicable.	
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 Goals:

Goal # 1 -Mobility Options:

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safer System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal #3 - Equitable Transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

Goal #4 - Thriving Economy:

Objective 4.1 - Connected Region: Focus growth and transportation investment in designated 2040 growth areas to build an integrated system of throughways, arterial streets, freight routes and intermodal facilities, transit services and bicycle and pedestrian facilities, with efficient connections between modes and communities that provide access to jobs, markets and community places within and beyond the region

Goal #5: Climate Action and Resiliency:

Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments could be submitted.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	The Carbon Reduction Program (CRP) to provide funds for projects designed to reduce transportation carbon dioxide (CO2) emissions from on-road highway sources. These are 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

Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions

TPAC Recommended Investment Package	
Tualatin Valley Highway Bus Rapid Transit	\$5,000,000
82 nd Avenue Bus Rapid Transit	\$5,000,000
Line 33 McLoughlin Transit Signal Priority	\$4,000,000
Climate Smart Implementation Program	\$1,800,000
Transportation System Management & Operations	\$3,000,000
Subtotal:	\$18,800,000

Description of Package Element Options

Tualatin Valley Highway Bus Rapid Transit (BRT): A \$5 million allocation for BRT project development funding for the TV Highway corridor to be matched by TriMet and with participation by local agencies toward a total of about \$20 million needed to complete the Project Development phase of the Federal Transit Administration's Capital Investment Grant (FTA CIG) Small Starts program. This work includes design, addressing National Environmental Protection Act (NEPA) requirements, development of FTA rating materials and other activities needed to get to a Small Starts Grant Agreement. The project lead agency will confirm the obligation of these funds or confirm a commitment by JPACT and the Metro Council to pursue an FTA CIG Small Starts application for future spending of these funds, by July 2026. If the region decided to not pursue an FTA CIG Small Starts application, remaining funds could be repurposed to safe access to transit or other transit elements in the corridor.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new SS4A planning award to
the MTIP

Project #2**Project Details Summary**

ODOT Key #	23807	RFFA ID:	N/A	RTP ID:	12021	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:			

Summary of Amendment Changes Occurring:

The formal amendment adds the new SS4A 2024 Round 3 planning category award to the MTIP. The project will focus on developing SR2S strategies around the Roosevelt High School area. The SS4A planning grant is a \$1,110,000 federal award from the Safe Streets For All Round 3 Planning category. The project will be delivered under direct recipient rules meaning Metro will work directly with FHWA to develop the project agreement, obligate and expend the funds, and delivery the approved scope elements.

Project Name:	Targeted Safe Routes to School Interventions in Portland Area (Metro)						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Develop a suite of interventions supporting the safe movement of children and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the intervention effectiveness.

MTIP Detailed Description (Internal Metro use only):

SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astoria, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).

STIP Description:

TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning ODOT Work Type:	Planning - Corridor Area Planning PLANNG							Planning	
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									
SS4A24	OTH0	2025	\$ 1,110,000						\$ 1,110,000
									\$ -
Federal Totals:			\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
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	2025	\$ 277,500						\$ 277,500
									\$ -
Local Totals:			\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Total Estimated Project Cost									\$ 1,387,500
Total Cost in Year of Expenditure:									\$ 1,387,500

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Amended Phase Matching Percent:	20.00%	N/A	N/A	0.00%	N/A	0.00%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,110,000		\$ -	\$ -		\$ -	\$ 1,110,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 277,500	\$ -	\$ -	\$ -		\$ -	\$ 277,500
Total	\$ 1,387,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,387,500
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? FFY 2024 Round 3 Safe Streets For All (SS4A) discretionary grant							
2. Does the amendment include changes or updates to the project funding? Yes. New SS4A awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the November SS4A Round 3 awards notification.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? USDOT/SS4A 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	
	Multiple		Multiple	Multiple	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	A	A = In approved MTIP moving forward to obligate funds	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 12021: Regional Safe Routes to School Program Activities for 2023-2030
RTP Project Description:	Educational and encouragement activities that help children safely walk and roll to school. Funded through the Regional Travel Options program with programs and services provided directly by Metro staff and by local agency and non-profit organizations through grants and agreements.
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. Not applicable.	
3a. If yes, is an amendment required to the UPWP? An administrative modification to the UPWP is assumed yes.	
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 Goals: <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A24	Fund type code used to identify the federal funds designated to be used for the SS4A awards.



Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Oregon

Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000
Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000

* a. Applicant	OR-003	* b. Program/Project	OR-003
Attach an additional list of Program/Project Congressional Districts if needed.			
		Add Attachment	Delete Attachment
View Attachment			
17. Proposed Project:			
* a. Start Date:	07/01/2025	* b. End Date:	06/30/2028
18. Estimated Funding (\$):			
* a. Federal	1,110,000.00		
* b. Applicant			
* c. State			
* d. Local	277,500.00		
* e. Other			
* f. Program Income			
* g. TOTAL	1,387,500.00		

Modeling Network , NHS, and Performance Measure Designations

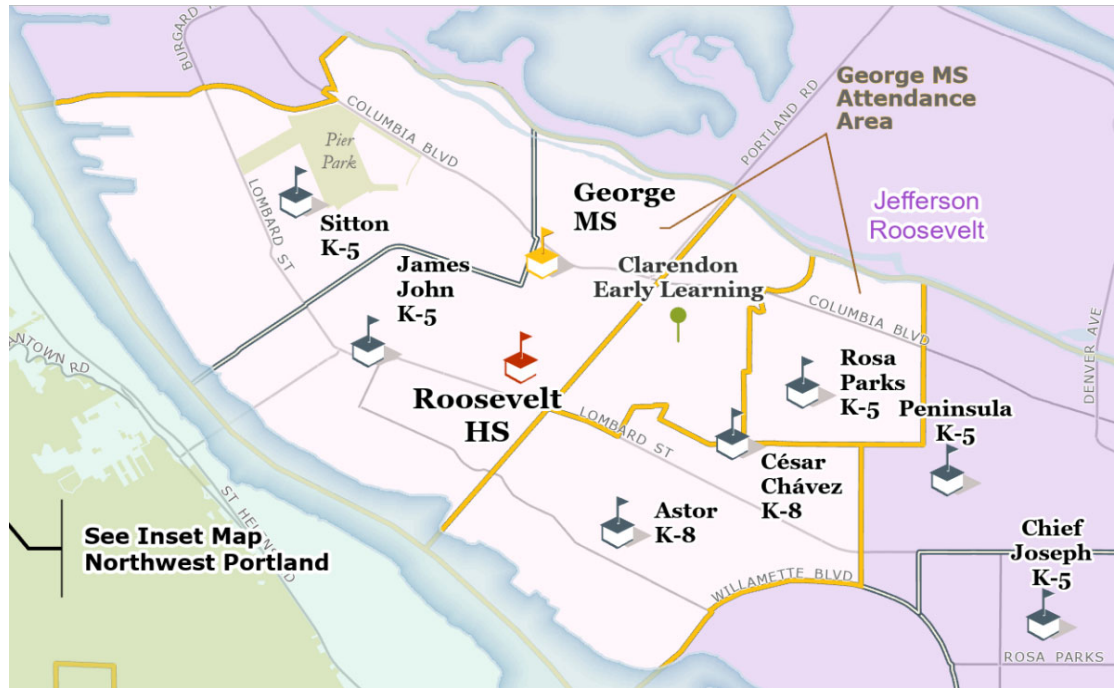
National Highway System and Functional Classification Designations

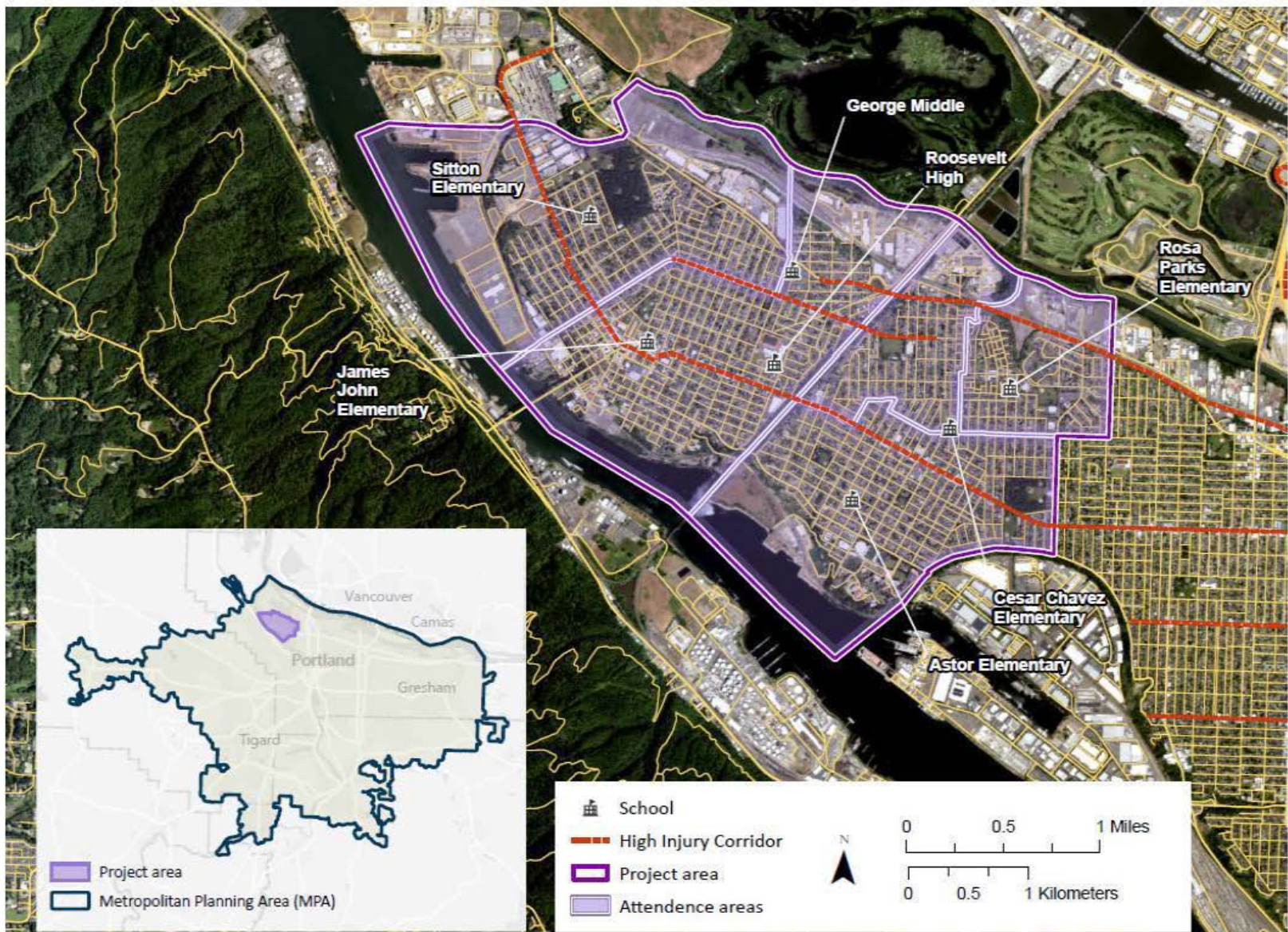
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	Not Applicable	Not Applicable

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X		X		

Added notes: "Yes" across multiple EFAs







Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new SS4A Planning
 project to the MTIP

Project #3

Project Details Summary

ODOT Key #	23751	RFFA ID:	N/A	RTP ID:	11537, 11540, 11542	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		24-27-1888	

Summary of Amendment Changes Occurring:

The formal amendment adds the new SS4A Planning category awarded project to the MTIP.

Project Name:	Safety Assessment of Harrison Street Corridor						
Lead Agency:	Milwaukie	Applicant:	Milwaukie	Administrator:	FHWA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

MTIP Detailed Description (Internal Metro use only):

In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

STIP Description:

This award will be used by Milwaukie to identify crash hotspots and contributing factors within the Harrison Street corridor. The study will evaluate countermeasures along the corridor to mitigate crashes, promote safety, and provide a roadmap for the community to implement these strategies.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Planning	Corridor/Area Planning							Planning	
ODOT Work Type:	PLANNG								
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									
SS4A24	OTH0	2025	\$ 320,000						\$ 320,000
									\$ -
Federal Totals:			\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
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	2025	\$ 80,000						\$ 80,000
									\$ -
Local Totals:			\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Total Estimated Project Cost									\$ 400,000
Total Cost in Year of Expenditure:									\$ 400,000

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:	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80,000
Amended Phase Matching Percent:	20.00%	N/A	N/A	N/A	N/A	0.00%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 320,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 320,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 80,000	\$ -	\$ -	\$ -		\$ -	\$ 80,000
Total	\$ 400,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 400,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.00%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.00%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	80.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? Federal Safe Streets for All (SS4A) planning category discretionary funding.							
2. Does the amendment include changes or updates to the project funding? Yes, new SS4A awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the SS4A awards notification list.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? USDOT SS4A grant office 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	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	SE Harrison St		OR99E (SE McLoughlin Blvd)	SE 43rd Ave	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
Potentially Impacted RTP Constrained Project IDs and Names:	The planning project relates back to three 2023 RTP constrained projects: ID 11537: Group 4--Pedestrian Improvements at Hwy 224 ID 11540: Group 8--Street Connectivity & Intersection Improvement Projects ID 11542: Harrison St Capacity Improvements
RTP Project Description:	11537: Intersection Improvements at Hwy 224 and 37th Ave Consolidate the two northern legs of 37th Ave and International Way into one leg at Hwy 224. Intersection Improvements at Hwy 224 and Oak St Add left-turn lanes and protected signal phasing on Oak St approaches. 11540: Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow. 11542: Widen to standard three lane cross section.
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. An administrative amendment will occur to add the project as an externally led project	
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)? Non-Metro funded, externally led regionally significant planning project.	

4. Applicable RTP Goals:
- Goal # 1 -Mobility Options:**
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.
- Goal #2 - Safe System:**
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.
- Goal #3 - Equitable Transportation:**
Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A24	Federal Safe Streets For All Planning category awarded discretionary funds that support efforts to prevent roadway deaths and serious injuries

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	OTH0	OTHER THAN STATE OR	100.00%	400,000.00	80.00%	320,000.00	0.00%	0.00	20.00%	80,000.00
	PL Totals		100.00%	400,000.00		320,000.00		0.00		80,000.00
	Grand Totals			400,000.00		320,000.00		0.00		80,000.00



Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State

The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.

Oregon

Lead Applicant	Project Title	Application Type	Round	Funding Award
City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$280,000
Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	\$480,000
Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	\$180,000
Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	\$320,000
Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$320,308
Oregon Total				\$1,580,308

Modeling Network , NHS, and Performance Measure Designations

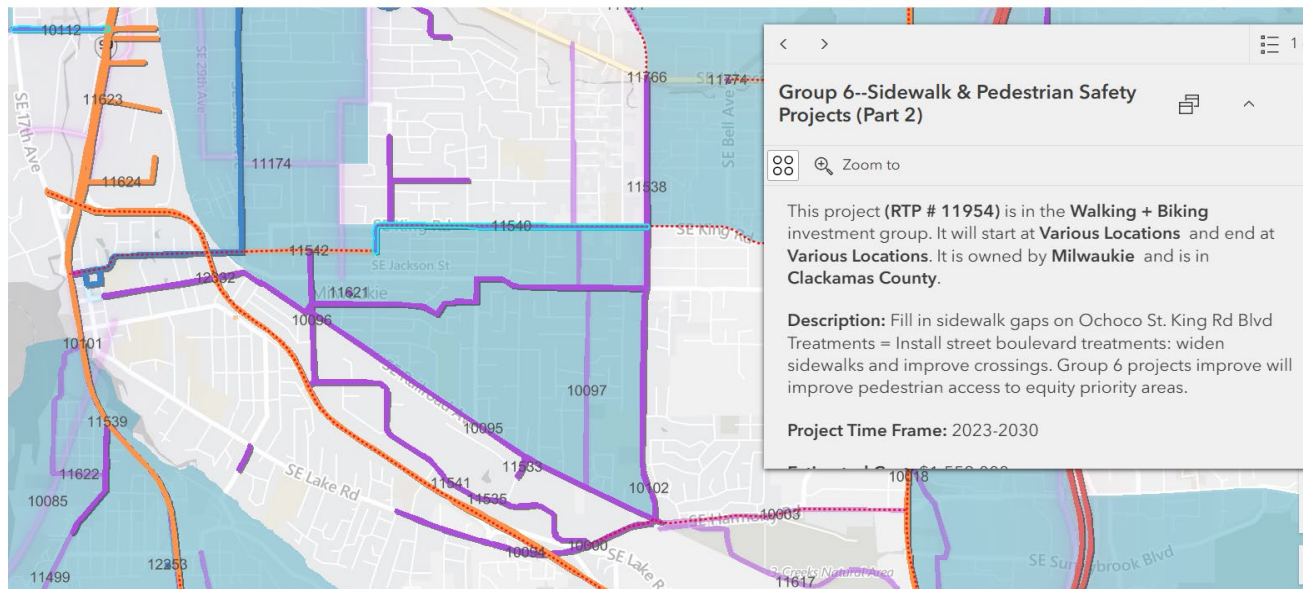
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Harrison Street	No designation
Functional Classification	Yes	Harrison Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Harrison Street	Urban Minor Arterial

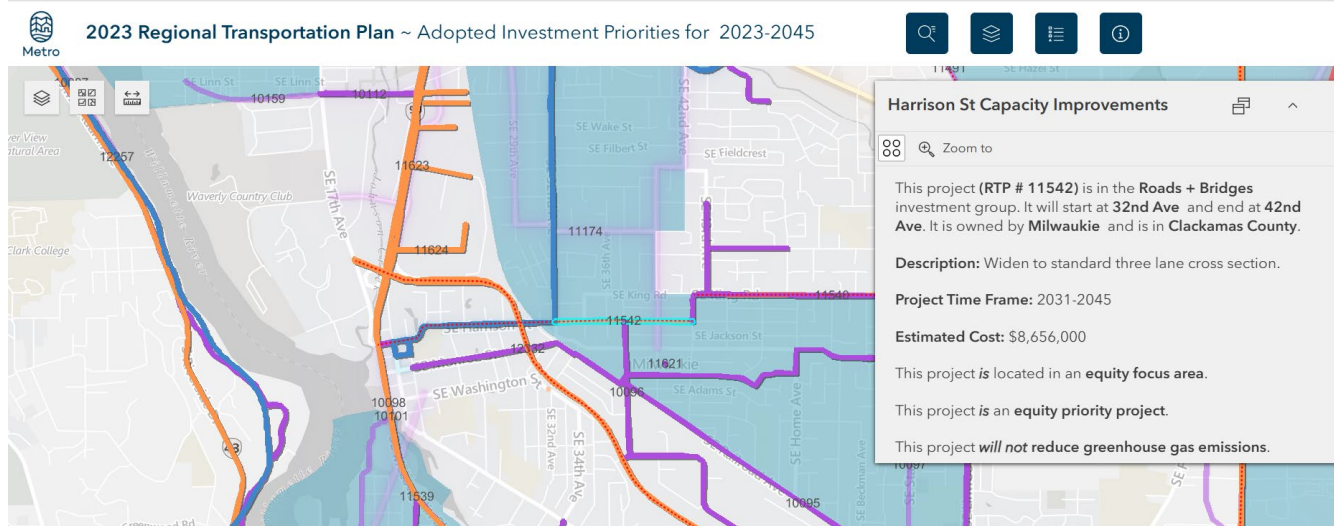
RTP Consistency and Performance Measure References:

As a planning project, performance measurements are not applicable. However, the Harrison St Safety Assessment Study may have impacts upon future RTP corridor street improvements projects

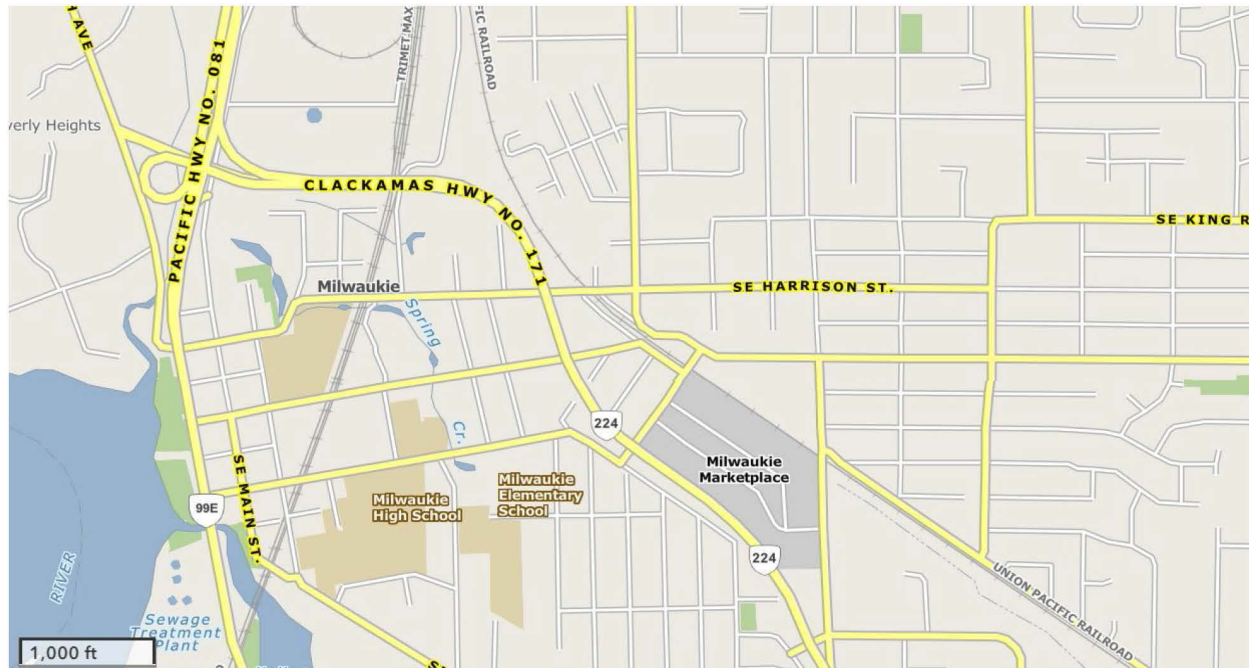
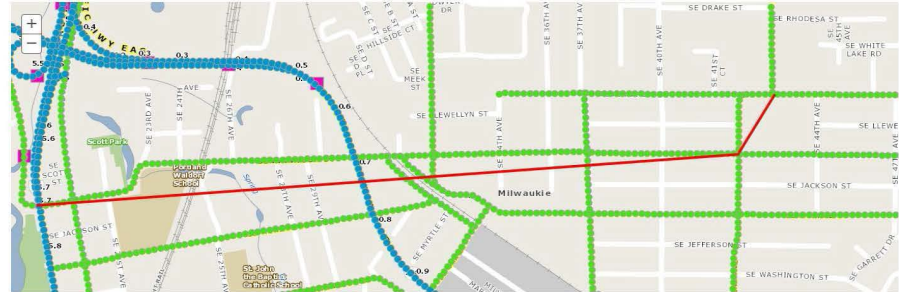
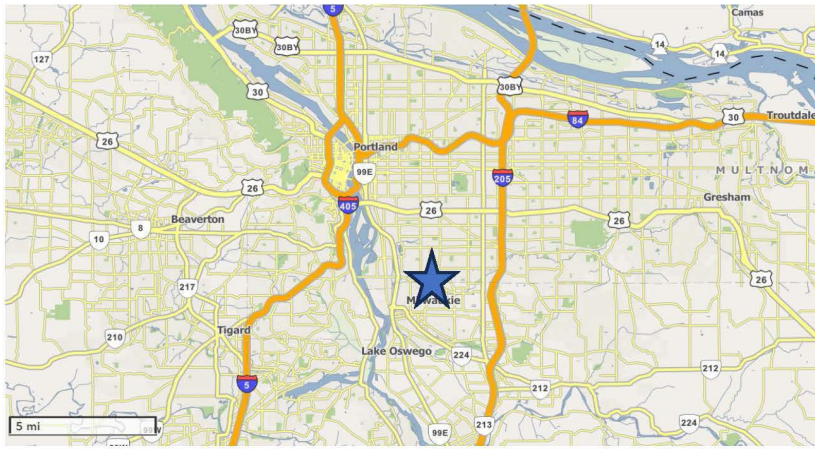
RTP ID	RTP Project Name	Applicable Scoping Element
11537	Group 4--Pedestrian Improvements at Hwy 224	Study of Pedestrian Crossings on Hwy 224 = Examine alternatives for improving pedestrian crossings at five intersections along Hwy 224 (Harrison St , Monroe St, Oak St, 37th Ave, Freeman Way).
11540	Group 8--Street Connectivity & Intersection Improvement Projects	Harrison St and King Rd Connection Enhance connection between King Rd and Harrison St at 42nd Ave. Intersection Improvements at 42nd Ave and King Rd Enhance intersection function. Intersection Improvements at 42nd Ave and Harrison St = Signalize intersection to facilitate dominant traffic flow.
11542	Harrison St Capacity Improvements	Widen to standard three lane cross section.



This project **does** address a multimodal gap in the transportation system.



This project **does** include **multimodal (non-motor vehicle) design elements**.





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add new ODOT PTD 5310 project
 for TriMet in 2026

Project #4

Project Details Summary

ODOT Key #	23790	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	24-27-2082		

Summary of Amendment Changes Occurring:

The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs in FFY 2026. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	Oregon Transportation Network - TriMet FFY26						
Lead Agency:	ODOT PTD	Applicant:	ODOT	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

MTIP Detailed Description (Internal Metro use only):

Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

STIP Description:

Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Transit ODOT Work Type:	Transit - Capital Transit - Vehicles TRANST			Capital Vehicles Operations				Capital Improvement	
				Vehicle Replacement					
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									
State STBG	Y240	2026						\$ 3,674,037	\$ 3,674,037
									\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037
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	2026						\$ 420,510	\$ 420,510
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost									\$ 4,094,547
Total Cost in Year of Expenditure:									\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex Transfer
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT Public Transportation Division awarded funding.							
2. Does the amendment include changes or updates to the project funding? Yes. New ODOT PTD awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Region 1 STIP Coordinator confirmation.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT PTD 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	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.
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. Not applicable.	
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 Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

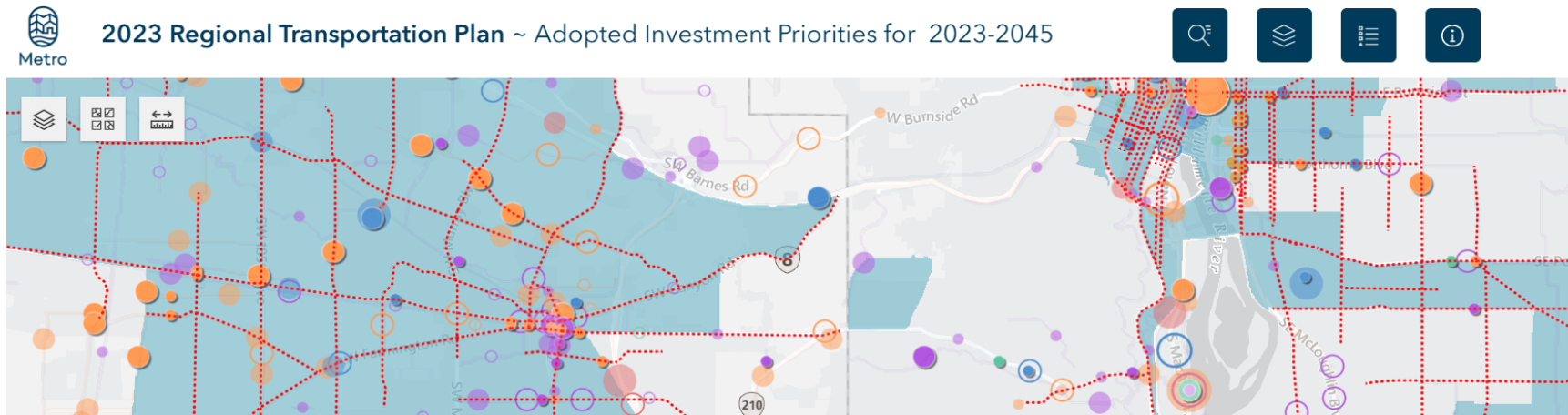
Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIIA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
	Grand Totals			4,094,547.00		3,674,037.00		0.00		420,510.00

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								Notes
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	
	X	X		X	X			
Added notes:								



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new ODOT PTD 5310 focused
project in FFY 2027 for TriMet

Project #5**Project Details Summary**

ODOT Key #	23800	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	24-27-2097		

Summary of Amendment Changes Occurring:

The formal amendment adds the ODOT Public Transportation Division (PTD) supporting FTA Section 5310 senior and disabled mobility transit needs. The awarded State STBG will be flex transferred to FTA enabling TriMet to access, obligate, and expend the funds through FTA's TrAMS system

Project Name:	Oregon Transportation Network - TriMet FFY27						
Lead Agency:	ODOT PTD	Applicant:	ODOT	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.

MTIP Detailed Description (Internal Metro use only):

Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

STIP Description:

Public transit funding for TriMet for federal fiscal year 2027 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Transit ODOT Work Type:	Transit - Capital Transit - Vehicles TRANST			Capital Vehicles Operations				Capital Improvement	
				Vehicle Replacement					
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									
State STBG	Y240	2027						\$ 3,674,037	\$ 3,674,037
									\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ 3,674,037	\$ 3,674,037
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	2027						\$ 420,510	\$ 420,510
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 420,510	\$ 420,510
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost									\$ 4,094,547
Total Cost in Year of Expenditure:									\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	#DIV/0!	#DIV/0!	0.00%	0.00%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.7%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Flex
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
						Estimated Project Completion Date:	12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT Public Transportation Division awarded funding.							
2. Does the amendment include changes or updates to the project funding? Yes. New ODOT PTD awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via Region 1 STIP Coordinator confirmation.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT PTD 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	Not Applicable	Not Applicable	Not Applicable	Not applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2027	Years Active	0	Project Status	T21	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.
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. Not applicable.	
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 Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.3: Increase household and job access to current and planned frequent transit service.. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective 5.2 - Climate Friendly Communities: Increase the share of jobs and households in walkable, mixed-use areas served by current and planned frequent transit service.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.

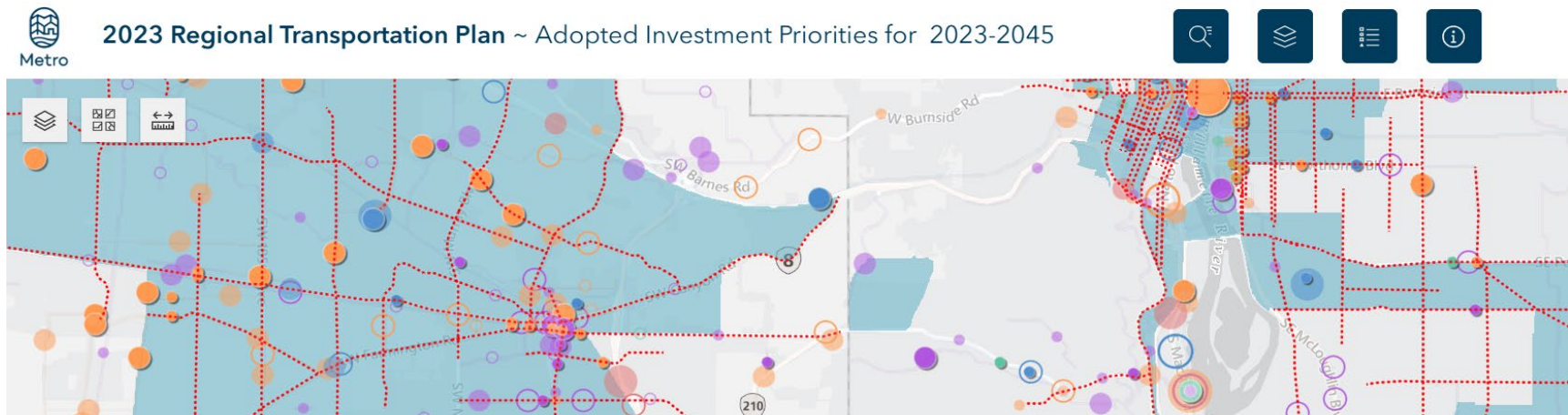
Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
	Grand Totals			4,094,547.00		3,674,037.00		0.00		420,510.00

Modeling Network , NHS, and Performance Measure Designations

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

Regional project not specifically mapped based on investment location. Estimated applicable performance measures stated below



Anticipated Required Performance Measurements Monitoring								Notes
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	
	X	X		X	X			
Added notes:								



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD FUNDS
 Correct initial programming
 mistake by adding funds

Project #6

Project Details Summary

ODOT Key #	23727	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	24-27-1494		

Summary of Amendment Changes Occurring:

In the October FFY 2025 MTIP Formal Amendment bundle, Key 23727 was added based on an awarded STBG amount of \$1,700,000. The initial programming provided funding supporting 5310 program focus project grouping bucket (PGB) to the 2024-27 MTIP. The 5310 program is a FTA funded area that supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Upon further review of the funding ODOT PTD discovered they had inadvertently entered the wrong Stated STBG amount for the project. The actual authorized State STBG for the project is \$3,674,037. As part of the December FFY 2025 MTIP formal amendment bundle, the funding correction is occurring.

Project Name:	Oregon Transportation Network - TriMet FFY25							
Lead Agency:	ODOT (PTD)		Applicant:	ODOT (PTD)		Administrator:	ODOT	
Certified Agency Delivery:		No	Non-Certified Agency Delivery:		Yes	Delivery as Direct Recipient:		Yes
Note: The lead agency and applicant for MTIP and STIP programming is the ODOT Public Transit Division.								

Short Description

TriMet funding supporting the 5310 enhanced mobility of seniors and individuals with disabilities program for eligible 5310 capital projects (e.g., preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition)

MTIP Detailed Description (Internal Metro use only):

Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)

STIP Description:

Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit - Vehicles		Vehicles - Replacement				Capital Improvement		
ODOT Work Type:	TRANST								
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									
State STBG	Y240	2025						-\$ 1,700,000	\$ -
State STBG	Y240	2025						\$ 3,674,037	\$ 3,674,037
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
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						-\$ 194,572	\$ -
Local	March	2025						\$ 420,510	\$ 420,510
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	-\$ 1,894,572	-\$ 1,894,572
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Total Estimated Project Cost									\$ 4,094,547
Total Cost in Year of Expenditure:									\$ 4,094,547

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,199,975	\$ 2,199,975
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	116.1%	116.1%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Amended Phase Matching Percent:	N/A	0.00%	0.00%	0.00%	0.00%	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,674,037	\$ 3,674,037
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 420,510	\$ 420,510
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,094,547	\$ 4,094,547
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		YES	If yes, expected FTA conversion code:			5310	

Fiscal Constraint Consistency Review							
1. What is the source of funding? ODOT Public Transit Division.							
2. Does the amendment include changes or updates to the project funding? Yes. The amendment corrects the authorized State STBG that will be flex transferred to FTA supporting FTA Section 5310 program areas for TriMet.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, confirmation via an informal PTD allocation audit by Region 1.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval and confirmation by the Region 1 STIP Coordinator and State STIP Coordinator.							
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
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21 (New)	Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes Regional PGB HIC and EFA not applicable
	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 per 40 CFR 93.126, Table 2
Exemption Reference:	Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID# 10928 - Operating Capital: Fleet Vehicles: Phase 1
RTP Project Description:	Replacement, refurbishment and/or service expansion of zero emission buses, articulated buses, light rail and LIFT vehicles.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represent a regional transit system upgrade at this time
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	Not Applicable	Not Applicable
Functional Classification	No	Not Applicable	Not Applicable
Federal Aid Eligible Facility	No	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. Not Applicable.
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 # 3 - Transportation Choices: Objective 3.3 - Access to Transit: Increase household and job access to current and planned frequent transit service..
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$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? Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025
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? Comments are not expected
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

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.
State STBG	Appropriated STBG that remains under ODOT's management and commitment to eligible projects.
5310	Federal Transit Administration (FTA) funded program supporting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The 5310 fund type code is included as a reference since the State STBG will flex transferred to FTA and converted to 5310 funding.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	100.00%	4,094,547.00	89.73%	3,674,037.00	0.00%	0.00	10.27%	420,510.00
	OT Totals		100.00%	4,094,547.00		3,674,037.00		0.00		420,510.00
	Grand Totals			4,094,547.00		3,674,037.00		0.00		420,510.00



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add the new CFI awarded project
for ODOT to the MTIP

Project #7**Project Details Summary**

ODOT Key #	23815	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	24-27-2148		

Summary of Amendment Changes Occurring:

The formal amendment adds the new Charging and Fueling Infrastructure (CFI) grant project to the MTIP. The grant is a 3-state award and was awarded to Caltrans with ODOT and WSDOT as partners. The totals CFI grant award is \$102.3 million dollars. ODOT's federal portion is \$21,133,653. The funding will support the efforts to deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. Note: Specific site locations have not yet been identified and finalized.

Project Name: **I-5: Truck Charging and Fueling Stations**

Lead Agency:	ODOT	Applicant:	ODOT	Administrator:	FHWA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES

Added Note: This project is part of a 3-state CFI award totaling \$102 million. The award totals \$102.3 million and is to Caltrans with ODOT and WSDOT also partnering in the grant award.

Short Description:

Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

MTIP Detailed Description (Internal Metro use only):

In Oregon along the I-5 corridor, deploy and Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project. (

STIP Description:

Install electric charging and hydrogen refueling stations along the I-5 corridor in Oregon. This project will utilize federal grant funding from the FHWA award for the West Coast Truck Charging and Fueling Corridor Project.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Highway	Highway - Motor Vehicle		Systems Management and Operations				Systems Management, ITS, and Operations		
ODOT Work Type:	SPPROG								
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									
AC-CFI24	ACPO	2025		\$ 3,163,822					\$ 3,163,822
AC-CFI24	ACPO	2026					\$ 17,928,322		\$ 17,928,322
12/19/2024 note: Per the udated draft grant agreement, the federal construction phase amount is updated to be \$17,928,322 as noted above.									\$ -
Federal Totals:			\$ -	\$ 3,163,822	\$ -	\$ -	\$ 17,928,322	\$ -	\$ 21,092,144
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		\$ 800,112					\$ 800,112
Local	Match	2026					\$ 4,533,968		\$ 4,533,968
									\$ -
Local Totals:			\$ -	\$ 800,112	\$ -	\$ -	\$ 4,533,968	\$ -	\$ 5,334,080
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 3,963,934	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,224
Total Estimated Project Cost									\$ 26,426,224
Total Cost in Year of Expenditure:									\$ 26,426,224

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:	\$ -	\$ 3,963,934	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,224
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,533,968	\$ -	\$ 5,334,080
Amended Phase Matching Percent:	N/A	20.18%	N/A	N/A	20.18%	0.00%	20.18%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 3,163,822	\$ -	\$ -	\$ 17,928,322	\$ -	\$ 21,092,144
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 800,112	\$ -	\$ -	\$ 4,533,968	\$ -	\$ 5,334,080
Total	\$ -	\$ 3,963,934	\$ -	\$ -	\$ 22,462,290	\$ -	\$ 26,426,224
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	79.82%	0.00%	0.0%	79.82%	0.0%	79.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.18%	0.00%	0.0%	20.18%	0.0%	20.18%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	12.0%	0.0%	0.0%	67.8%	0.0%	79.82%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	3.0%	0.0%	0.0%	17.2%	0.0%	20.18%
Total	0.0%	15.0%	0.0%	0.0%	85.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? FFY 2024 USDOT Charging and Fueling Infrastructure (CFI) funding award.							
2. Does the amendment include changes or updates to the project funding? Yes. New CFI awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the CFI grant awards notification.							
4. What level did the funding award and approval require? USDOT CFI program office 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	
	Not Applicable		Not Applicable	Not Applicable	

Added Notes: No specific locations have yet to be identified. The target limits are along I-5 in Oregon from border to border.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.
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. Not applicable.	
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 Goals: <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035. <u>Goal #3 - Equitable Transportation:</u> Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs. <u>Goal #5 - Climate Action and Resilience:</u> Objective .1 Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$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? Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025	
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? Comments are not expected	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.	
Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-CFI24	Advance Construction funds with the expected conversion fund code to be from the USDOT Charging and Fueling Infrastructure program
Charging and Fueling Infrastructure reference	Funding to strategically deploy publicly accessible electric vehicle charging infrastructure and other alternative fueling infrastructure.

Key Number: **23815**

2024-2027 STIP

Project Name: **I-5: Truck Charging and Fueling Stations**

(PENDING AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	100.00%	3,963,933.59	79.81%	3,163,821.52	0.00%	0.00	20.19%	800,112.07
	PE Totals		100.00%	3,963,933.59		3,163,821.52		0.00		800,112.07
CN	ACPO	ADVANCE CONSTRUCT PR	100.00%	22,462,290.34	79.81%	17,928,321.96	0.00%	0.00	20.19%	4,533,968.38
	CN Totals		100.00%	22,462,290.34		17,928,321.96		0.00		4,533,968.38
Grand Totals				26,426,223.93		21,092,143.48		0.00		5,334,080.45

Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description
CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.

Modeling Network , NHS, and Performance Measure Designations

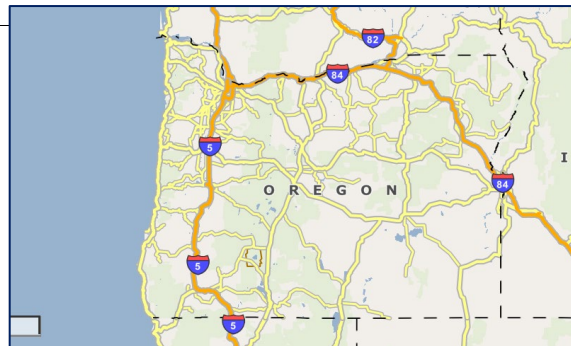
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	I-5	Interstate
Functional Classification	Yes	I-5	1 = Interstate
Federal Aid Eligible Facility	Yes	I-5	Interstate

Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
		X		X		X	X	

Added notes: PM target identification only.





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add the FFY 2024 CDS award to
the MTIP

Project #8**Project Details Summary**

ODOT Key #	23759	RFFA ID:	N/A	RTP ID:	10120	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	OR 226	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	24-27-1917		

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2024 Congressionally Directed Spending (CDS) award for Oregon City to the MTIP.

Project Name:	Washington Street: Metro South - Abernethy Rd						
Lead Agency:	Oregon City	Applicant:	Oregon City	Administrator:	ODOT		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:

Modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area, plus installation of RRFB at a high volume pedestrian crossing area.

MTIP Detailed Description (Internal Metro use only):

In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at a high volume pedestrian crossing area (FFY 2024 CDS #226)

STIP Description:

Project to modernize road systems and provide easier, safer access to community, retail, and entertainment facilities. Construction of center turn lane, pedestrian level street lighting, sidewalks and planter/stormwater treatment area. Installation of RRFB at high volume pedestrian crossing area.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Roadway	Roadway - Motor Vehicle		New Capacity - General Purpose				Capital Improvement		
			Lane Modification or Reconfiguration						
	Roadway - Pedestrian		Sidewalks - New						
			Crossing Treatments						
ODOT Work Type:	MODERN								
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									
CDS24	Y603	2025		\$ 655,926					\$ 655,926
CDS24	Y603	2026			\$ 116,649				\$ 116,649
CDS24	Y603	2027					\$ 3,226,691		\$ 3,226,691
Federal Totals:			\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266
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		\$ 75,074					\$ 75,074
Local	Match	2026			\$ 13,351				\$ 13,351
Local	Match	2027					\$ 369,309		\$ -
Local Totals:			\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 88,425
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Total Estimated Project Cost									\$ 4,457,000
Total Cost in Year of Expenditure:									\$ 4,457,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but a small capacity exists with the CDS fund. CDS award is \$4 million					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Amended Phase Matching Percent:	N/A	10.27%	10.27%	0.00%	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	\$ -	\$ 655,926	\$ 116,649	\$ -	\$ 3,226,691	\$ -	\$ 3,999,266
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 75,074	\$ 13,351	\$ -	\$ 369,309	\$ -	\$ 457,734
Total	\$ -	\$ 731,000	\$ 130,000	\$ -	\$ 3,596,000	\$ -	\$ 4,457,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	14.7%	2.6%	0.0%	72.4%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	1.7%	0.3%	0.0%	8.3%	0.0%	10.27%
Total	0.0%	16.4%	2.9%	0.0%	80.7%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2030
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? FFY 2024 Congressionally Directed Spending (CDS) award (earmark)							
2. Does the amendment include changes or updates to the project funding? Yes. New CDS awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the May 10, 2024 CDS awards guidance 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.							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Washington Street		Abernethy Rd	Metro South Transfer Station intersection	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	10120 - Washington Street Bike & Pedestrian Improvements (South)
RTP Project Description:	Complete the Boulevard project including stormwater low impact development design improvements, sidewalks, landscaping and street lighting. (TSP W5)
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. Not applicable.	
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 Goals: <u>Goal # 1 -Mobility Options:</u> Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled. <u>Goal #2 - Safer System:</u> Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The project is not capacity enhancing nor does it exceed \$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? Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025	
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? Comments are not expected	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.	

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
CDS24	A Congressionally Directed Spending (CDS) (or earmark) federally funded award. CDS24 refers to the award occurring from the FFY 2024 year.

Project Name: **Washington Street: Metro South - Abernethy Rd** (DRAFT AMENDMENT PP

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y603	FHWA Congressionally Directed Spending	100.00%	731,000.00	89.73%	655,926.30	0.00%	0.00	10.27%	75,073.70
	PE Totals		100.00%	731,000.00		655,926.30		0.00		75,073.70
RW	Y603	FHWA Congressionally Directed Spending	100.00%	130,000.00	89.73%	116,649.00	0.00%	0.00	10.27%	13,351.00
	RW Totals		100.00%	130,000.00		116,649.00		0.00		13,351.00
CN	Y603	FHWA Congressionally Directed Spending	100.00%	3,596,000.00	89.73%	3,226,690.80	0.00%	0.00	10.27%	369,309.20
	CN Totals		100.00%	3,596,000.00		3,226,690.80		0.00		369,309.20
Grand Totals				4,457,000.00		3,999,266.10		0.00		457,733.90



Memorandum

Subject: **ACTION:** Highway Infrastructure Programs Projects designated in Division F of the Consolidated Appropriations Act, 2024 Allocation of Y603 Funds [CFDA No. 20.205] Date: May 10, 2024
In Reply Refer to: HISM-40

From: **PETER JOHN STEPHANOS**
Peter J. Stephanos, Director, Office of Stewardship, Oversight, and Management
Digitally signed by PETER JOHN STEPHANOS
DN: cn=PETER JOHN STEPHANOS, o=U.S. Department of Transportation, ou=Federal Highway Administration, email=pjohn@dot.gov, c=US
Date: 2024.05.10 09:38:49 -0400

To: Brian R. Bezio
Chief Financial Officer
Division Administrators

The Transportation, Housing and Urban Development, and related Agencies Appropriations Act, 2024 (Division F of the Consolidated Appropriations Act, 2024 (Public Law 118-42)) appropriates a total of \$2,224,676.687 for Highway Infrastructure Programs (HIP) from the

			Amount available under P.L. 118-42		Allocation of Y603 Funds This Memorandum		Obligation Authority This Memorandum DELPHI Code 1570651B50.2024.050	
State	Demo ID	Project	Project	State Total	Project	State Total	Project	State Total
OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600		2,349,600		2,349,600	
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000		850,000		850,000	
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000		4,000,000		4,000,000	
OR	OR224	Beaverton Downtown Loop	1,616,279		1,616,279		1,616,279	
OR	OR225	East Forest Grove Safety Improvement Project	850,000		850,000		850,000	
OR	OR226	Abernethy Green Access Project	4,000,000		4,000,000		4,000,000	
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000		2,800,000		2,800,000	
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000		5,700,000		5,700,000	
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279		1,116,279		1,116,279	
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200		3,589,200		3,589,200	
OR	OR231	Marion County Safety Corridor	1,577,079		1,577,079		1,577,079	

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Washington Street	No designation
Functional Classification	Yes	Washington Street	4 = Minor Arterial
Federal Aid Eligible Facility	Yes	Washington Street	Urban Minor Arterial

RTP Model Network Link Viewer v2.0 (beta)

Regional Center Road Extension

This project (RTP # 11543) is in the **Roads + Bridges** investment group. It will start at **Washington Street/Home Depot Driveway** and end at **Abernethy Road**. It is owned by **Oregon City** and is in **Clackamas County**.

Description: Construct new 3 lane roadway, sidewalks, bike lanes, turn lanes to serve a Regional Center. (TSP D63, S5)

Project Time Frame: 2031-2045

Estimated Cost: \$29,620,000

This project located in an **equity focus area**.

This project an **equity priority project**.

This project **reduce greenhouse gas emissions**.

This project have identified **safety benefits**.

This project located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project located in a **current job center**.

This project located in a **planned job center**.

This project include **multimodal (non-motor vehicle) design elements**.

This project **address a multimodal gap** in the transportation system.

Select a network segment to see speed, lane, and column data.

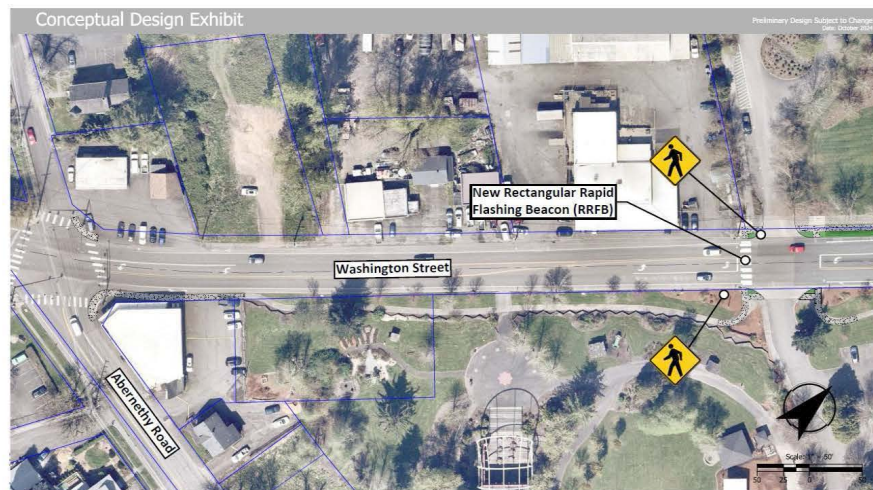
Bike legend

- Bike path
- Bike lane
- Protected bike lane
- Bike boulevard

RTP legend

	CONstrained	STRATEGIC
	2023-2030	2031-2045
Information and technology		
Throughways		
Freight access		
Transit capital		
Roads and bridges		
Biking and walking		
Interstate Bridge Replacement		

Over \$1 B
\$100 M - \$1 B
\$25 - \$99 M
\$10 - \$24 M
\$1 - \$10 M





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment
ADD NEW PROJECT
 Add the new SS4A
 Implementation award to PE

Project #9

Project Details Summary

ODOT Key #	23813	RFFA ID:	N/A	RTP ID:	11844	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2024 Safe Streets For All Implementation category grant award for Portland into the MTIP

Project Name:	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)						
Lead Agency:	Portland	Applicant:	Portland	Administrator:	FHWA		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES		

Short Description:

Complete project development scope activities on 82nd Ave to improve safety and equity by installing raised center medians, a pedestrian signal, full traffic signals, "no turn on red" at major traffic signal intersections and updating signal timing.

MTIP Detailed Description (Internal Metro use only):

Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland's most important high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, "no turn on red" at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)

STIP Description:

TBD

Project Classification Details

Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
		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									
SSFA24	OTH0	2025	\$ 1,600,000						\$ 1,600,000
SSFA24	OTH0	2025		\$ 2,921,248					\$ 2,921,248
SSFA24	OTH0	2027			\$ 80,000				\$ 80,000
SSFA24	OTH0	2027				\$ 80,000			\$ 80,000
SSFA24	OTH0	2028					\$ 4,918,752		\$ 4,918,752
Federal Totals:			\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
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	2025	\$ 400,000						\$ 400,000
Local	Match	2025		\$ 730,312					\$ 730,312
Local	Match	2027			\$ 20,000				\$ 20,000
Local	Match	2027				\$ 20,000			\$ 20,000
Local	Match	2028					\$ 1,229,688		\$ 1,229,688
Local Totals:			\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$	\$	\$	\$	\$	\$ -	\$
Amended Programming Totals			\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Total Estimated Project Cost									\$ 155,000,000
Total Cost in Year of Expenditure:									\$ 155,000,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Programming represents 82nd Ave safety upgrades. It does not include the BRT upgrade which is being completed by TriMet in Key 23580.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Phase Change Percent:	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Amended Phase Matching Percent:	20.00%	20.00%	20.00%	20.00%	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	\$ 1,600,000	\$ 2,921,248	\$ 80,000	\$ 80,000	\$ 4,918,752	\$ -	\$ 9,600,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 400,000	\$ 730,312	\$ 20,000	\$ 20,000	\$ 1,229,688	\$ -	\$ 2,400,000
Total	\$ 2,000,000	\$ 3,651,560	\$ 100,000	\$ 100,000	\$ 6,148,440	\$ -	\$ 12,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	80.0%	80.00%	80.00%	80.0%	80.00%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	20.0%	20.00%	20.00%	20.0%	20.00%	0.0%	20.00%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	13.3%	24.3%	0.7%	0.7%	41.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	3.3%	6.1%	0.2%	0.2%	10.2%	0.0%	20.00%
Total	16.7%	30.4%	0.8%	0.8%	51.2%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							DELPHI
						Estimated Project Completion Date:	12/31/2031
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? USDOT Safe Streets For All FFY 2024 Implementation Cycle							
2. Does the amendment include changes or updates to the project funding? Yes. New SSFA funding is being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the SSFA FFY 2024 awards notification.							
4. Did the funding change require federal, OTC, ODOT Director, or ODOT program manager approval? USDOT approval from the SS4A grant program office 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
	82nd Ave		US30BY/Lombard St		SE Clatsop St

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 11844 - 82nd Ave Corridor Improvements
RTP Project Description:	Design and implement multimodal improvements to sidewalks, crossings, transit stops, striping, and signals to enhance ped/bike safety, access to transit, and transit operations. Address major asset needs including pavement, ADA ramps, and traffic signals.

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. Not applicable.	
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 Goals:	
<u>Goal # 1 -Mobility Options:</u>	
Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.	
<u>Goal #2 - Safer System:</u>	
Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.	
<u>Goal #3 - Equitable Transportation:</u>	
Objective 3.1 - Transportation Equity: Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other marginalized communities.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? No. The total project with an estimate of \$155 million does exceed the \$100 million threshold. However, it is not capacity enhancing, but a non-capacity safety type improvement project. Because it is a non-capacity enhancing project, the performance evaluation assessment does not apply to this project. Applicable safety improvements consistent with the RTP goals and strategies will be collected through the regular performance measurements monitoring process.	

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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments could be submitted.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
SS4A	Federal awarded funds supporting the Safe Streets for All (SS4A) funding program. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The number at the end of the fund type code will usually represents the funding year cycle. Example (SS4A24 = awarded funds from the FFY 2024 cycle).

S | S
4 | A

Safe Streets and Roads for All (SS4A) Grants



**U.S. Department
of Transportation**

Rural

Safe Systems on 82nd Ave: State Highway to Civic Corridor

Applicant: City of Portland

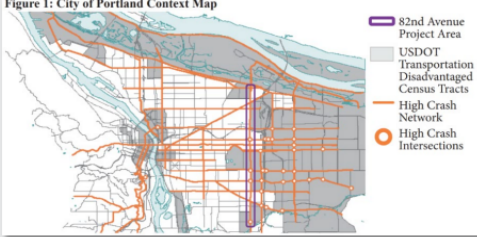
Portland, Oregon

SS4A Award: \$9,600,000

Project Description

The City of Portland is awarded \$9.6 million in funding for safety improvements on an approximately 7-mile segment of 82nd Avenue, a 5-lane arterial on the regional high-injury network. The roadway has an open 2-way left-turn lane, a high number of driveways, 2 motor vehicle travel lanes in each direction, narrow sidewalks, and a design that generally encourages high speeds, especially at night. Most fatalities in the project area occurred when pedestrians and bicyclists crossed at unsignalized intersections or mid-block locations.

Figure 1: City of Portland Context Map

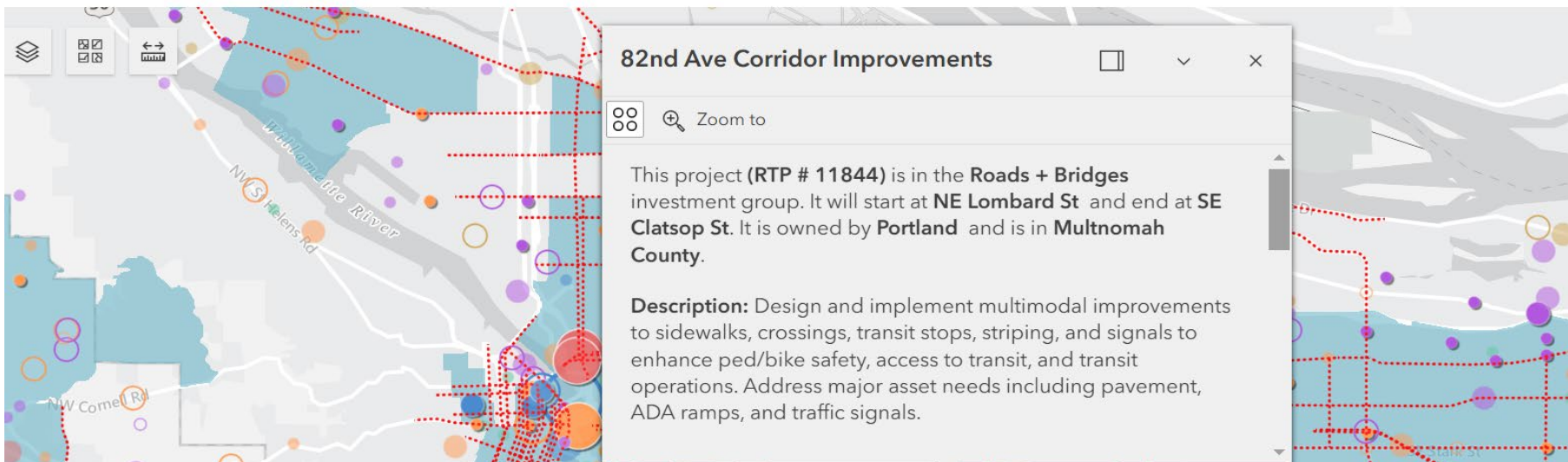


Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	82nd Ave	82nd Ave/OR 213 has no designation per the FHWA HEPGIS NHS System Map
Functional Classification	Yes	82nd Ave	3 = Other Principal Arterial
Federal Aid Eligible Facility	Yes	82nd Ave	Urban Other Principal Arterial



2023 Regional Transportation Plan ~ Adopted Investment Priorities for 2023-2045



This project **is** located in a **high injury corridor**.

This project **is not** located on the **regional emergency transportation/state seismic lifeline route**.

This project **is** located in a **current job center**.

This project **is** located in a **planned job center**.

This project **does** include **multimodal (non-motor vehicle) design elements**.

Estimated Cost: \$150,000,000

This project **is** located in an **equity focus area**.

This project **is not** an **equity priority project**.

This project **will not** reduce greenhouse gas emissions.

This project **does** have identified **safety benefits**.

From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:

- **Cully/Roseway/Madison South:** The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School.
- **Greater Montavilla:** South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center.
- **Greater Jade District:** The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses.
- **Lents:** From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses.

82ND AVENUE DISTRICTS





Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new USDOT ATTAIN funded
project to MTIP

Project #10**Project Details Summary**

ODOT Key #	23811	RFFA ID:	N/A	RTP ID:	10927 (11104)	RTP Approval Date:	11/30/2023
MTIP ID:	New TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:

The formal amendment adds TriMet new Advanced Transportation Technology and Innovation (ATTAIN) discretionary grant award to the MTIP. The project will deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety and reduce traffic delays. The primary site location is at the MAX light rail crossing at 185th Ave in Washington County. The total federal grant award is \$2,360,000.

Project Name:

Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes

Short Description (255 character limitation):

Deploy and provide connecting technology on Light Rail Vehicles to traffic signals to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, help alleviate congestion; and reduce emissions

MTIP Detailed Description (Internal Metro use only):

In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services

STIP Description:

TBD

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Transit	Transit Capital			Capital - Vehicle Operations				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									
ATTAIN24	OTH0	2025						\$ 2,360,000	\$ 2,360,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000
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	2025						\$ 590,000	\$ 590,000
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Total Estimated Project Cost									\$ 2,950,000
Total Cost in Year of Expenditure:									\$ 2,950,000

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 590,000	\$ 590,000
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	20.00%	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -		\$ 2,360,000	\$ 2,360,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 590,000	\$ 590,000
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,950,000	\$ 2,950,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	80.0%	80.00%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	20.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							Delphi
						Estimated Project Completion Date:	12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			No	

Fiscal Constraint Consistency Review							
1. What is the source of funding? USDOT discretionary ATTAIN grant funding.							
2. Does the amendment include changes or updates to the project funding? Yes. New discretionary federal funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the FY 2023-34 ATTAIN awards document.							
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	
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	185th Ave		MAX Light Rail Crossing	(just north of W Baseline Rd)	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	T21, NEW	T21 = Identified in Transit Plan and approved by Board. Moving forward to program in MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Table 2 - Safety: Traffic control devices and operating assistance other than signalization projects.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	ID 10927: Operating Capital: Information Technology: Phase 1 Indirect tie-in to ID 11104 - Regional TSMO Program Investments for 2023-2030
RTP Project Description:	<p>10927: Communication systems, information technology, cyber security and improvements to Hop.</p> <p>11104: 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.</p>

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. Not applicable.
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 Goals:

Goal # 1 -Mobility Options:

Objective 1.1 - Travel Options: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit, and reduce per capita vehicle miles traveled.

Goal #2 - Safer System:

Objective 2.1 - Vision Zero: Eliminate fatal and severe injury crashes for all modes of travel by 2035.

Goal #3 - Equitable transportation:

Objective 3.2 - Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs.

5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$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? **Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025**
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? **Comments are not expected**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **No comments expected. If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.**

Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.
AC-ATTN24	Federal Advance Construction funding with an expected conversion code to the Advanced Transportation Technology and Innovation (ATTAIN) Program



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FY 2023-2024 Advanced Transportation Technology and Innovation (ATTAIN)
[Bipartisan Infrastructure Law \(BIL\) Key Programs under the Federal Highway Office of Operations](#)

[Awards - FHWA press release](#)
[FY23-24 ATTAIN Applicant States](#)
[FY23-24 ATTAIN Applicants by State](#)

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Smart Signals in Our Communities
North Carolina Department of Transportation
\$11,945,832

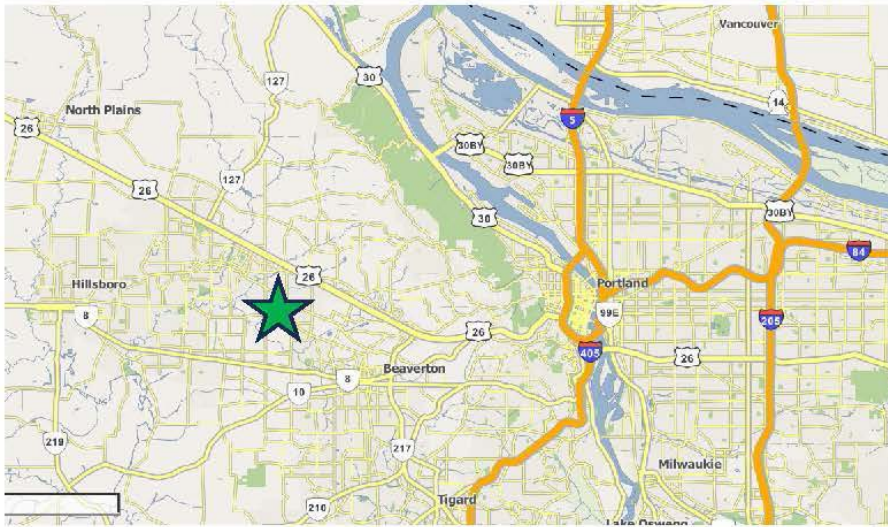
EZData and NEOTech
NEORide, OH
\$1,600,000

Regional Mobility-Enabling Service Hub (Regional MESH)
Lane Transit District, OR
\$5,215,123

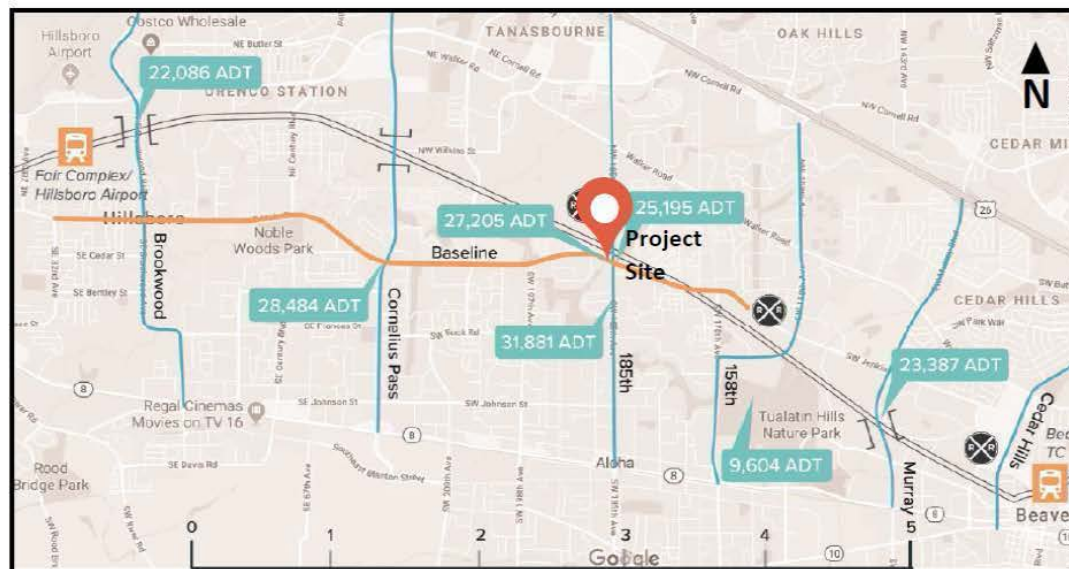
Cloud Connectivity for TriMet's Light Rail Vehicles
Tri-County Metropolitan Transportation District of Oregon, OR
\$2,360,000

PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities
Vanderbilt University, TN
\$8,666,053

Modeling Network , NHS, and Performance Measure Designations								
National Highway System and Functional Classification Designations								
System	Y/N	Route	Designation					
NHS Project	Yes	185th Ave	Map 21 Principal Arterial					
Functional Classification	Yes	185th Ave	3 = Other Principal Arterial					
Federal Aid Eligible Facility	Yes	185th Ave	Urban Other Principal Arterial					
Anticipated Required Performance Measurements Monitoring								
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	Notes
				X	X	X	X	
Added notes: Located in HIC corridor = Yes. EFAs = Yes								



The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.



While all of Washington County's north-south arteries shown at left are well traveled, 185th Avenue's Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.



Metro
2024-27 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET
Federal Fiscal Year 2025

MTIP Formal Amendment

ADD NEW PROJECT

Add new CFI awarded project to
the MTIP

Project #11**Project Details Summary**

ODOT Key #	23787	RFFA ID:	N/A	RTP ID:	12351	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC25-03-DEC		STIP Amendment ID:	24-27-2079		

Summary of Amendment Changes Occurring:

The formal amendment adds the new FHWA discretionary awarded Charging and Fueling Infrastructure \$15 million dollar grant to implement and deploy up to 125 EV Charging stations across the region to the MTIP.

Project Name: **Tualatin and Neighbors Charging Up (TANC-UP)**

Lead Agency:	Tualatin	Applicant:	Tualatin	Administrator:	FHWA
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	YES

Short Description:

Deploy and install EV chargers across Oregon's North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don't have access to at-home charging systems.

MTIP Detailed Description (Internal Metro use only):

In and across Oregon's North Willamette Valley, deploy and install Electric Vehicle (EV) charging stations to scale and expand the nation's charging network, reduce greenhouse gas emissions, and address gaps in access providing and supporting multi-family housing properties and various public facilities enabling populations that normally do not have access to at-home charging systems. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain. Up to 125 unique sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)

STIP Description:

This project will bring chargers to people with low- and moderate-incomes across Oregon's North Willamette Valley. In doing so, it will help scale the nation's charging network, reduce greenhouse gas emissions, and address gaps in access. Chargers will primarily serve residents who do not currently have access to at-home charging with a focus on publicly accessible chargers at affordable multifamily housing properties and public facilities, such as libraries, parks, and community centers. The project will increase electric vehicle (EV) adoption, and create demand for the new chargers, through extensive engagement and education to ensure the benefits of electric transportation go to those who have the most to gain.

Project Classification Details									
Project Type	Category			Features				System Investment Type	
Roadway	Roadway - Motor Vehicle			Systems Management and Operations				Systems Management, ITS and Operations	
ODOT Work Type:	SPPROG								
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									
AC-CFI24	ACP0	2025	\$ 6,142,721						\$ 6,142,721
AC-CFI24	ACP0	2025					\$ 7,688,000		\$ 7,688,000
Federal Totals:			\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000
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
Other	OTH0	2025	\$ 1,535,680						\$ 1,535,680
Other	OTH0	2025					\$ 1,972,000		\$ 1,972,000
Other	OTH0	2025						\$ 292,320	\$ 292,320
Local Totals:			\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Total Estimated Project Cost									\$ 18,800,000
Total Cost in Year of Expenditure:									\$ 18,800,000

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:	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Amended Phase Matching Percent:	20.00%	N/A	0.00%	0.00%	20.41%	20.00%	20.21%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 6,142,721	\$ -	\$ -	\$ -	\$ 7,688,000	\$ 1,169,279	\$ 15,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 1,535,680	\$ -	\$ -	\$ -	\$ 1,972,000	\$ 292,320	\$ 3,800,000
Total	\$ 7,678,401	\$ -	\$ -	\$ -	\$ 9,660,000	\$ 1,461,599	\$ 18,800,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	79.59%	0.0%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	20.41%	0.0%	20.21%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	32.7%	0.0%	0.0%	0.0%	40.9%	6.2%	79.79%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	8.2%	0.0%	0.0%	0.0%	10.5%	1.6%	20.21%
Total	40.8%	0.0%	0.0%	0.0%	51.4%	7.8%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							TBD
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or Delphi
Known Expenditures:							Delphi
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:	All funds to obligate together during FFY 2025.						
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? FHWA FFY 2024 Round 1B Charging and Fueling Infrastructure discretionary grant program.							
2. Does the amendment include changes or updates to the project funding? Yes. New CFI awarded funds are being added to the MTIP.							
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the FHWA Round 1B awards announcement.							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? FHWA 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
	Regional at this time		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

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 per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	12351 - ODOT Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030
RTP Project Description:	Projects to reduce carbon emissions and to support electrification of vehicles, consistent with the federal Carbon Reduction funding program, the federal National Electric Vehicle Infrastructure funding program, the Statewide Transportation Strategy, and Climate Smart Strategy.

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. Not applicable.
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 Goals:	
<u>Goal # 1 -Mobility Options:</u>	
Objective 1.4 - Regional Mobility: Maintain reliable person-trip and freight mobility for all modes in the region's mobility corridors, consistent with the designated modal functions of each facility and planned transit service within each corridor	
<u>Goal #3 - Equitable Transportation:</u>	
Objective 3.2 -Barrier Free Transportation: Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other marginalized communities face to meeting their travel needs..	
<u>Goal #5 - Climate Action and Resilience:</u>	
Objective 5.1 - Climate Change Mitigation: Meet adopted targets for reducing transportation-related greenhouse gas emissions and vehicle miles traveled per capita in order to slow climate change.	
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment?	No. The project is not capacity enhancing nor does it exceed \$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? Estimated to be Tuesday, December 3, 2024 to Friday, January 3, 2025
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? Comments may occur.
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? If comments are received, they will be logged, reviewed, and sent on to Metro Council and Council staff for their assessment.

Fund Codes References	
Other	General Local funds committed by the lead agency that can act as the required match to the federal funds, or cover additional phase costs beyond the m
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.

AC-CFI24 Advance Construction with the expected fund conversion code to be Charging in and Fueling Infrastructure (CFI) funds from the FFY 2024 award cycle.

Key Number: **23787**

2024-2027 STIP

Project Name: **Tualatin and Neighbors Charging Up (TANC-UP)**

(DRAFT AMENDMENT

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	ACPO	ADVANCE CONSTRUCT PR	80.00%	6,142,720.80	100.00%	6,142,720.80	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	1,535,680.20	0.00%	0.00	0.00%	0.00	100.00%	1,535,680.20
	PL Totals		100.00%	7,678,401.00		6,142,720.80		0.00		1,535,680.20
CN	ACPO	ADVANCE CONSTRUCT PR	79.59%	7,688,000.00	100.00%	7,688,000.00	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.41%	1,972,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,972,000.00
	CN Totals		100.00%	9,660,000.00		7,688,000.00		0.00		1,972,000.00
OT	ACPO	ADVANCE CONSTRUCT PR	80.00%	1,169,279.20	100.00%	1,169,279.20	0.00%	0.00	0.00%	0.00
	OTH0	OTHER THAN STATE OR	20.00%	292,319.80	0.00%	0.00	0.00%	0.00	100.00%	292,319.80
	OT Totals		100.00%	1,461,599.00		1,169,279.20		0.00		292,319.80
Grand Totals				18,800,000.00		15,000,000.00		0.00		3,800,000.00

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation
Functional Classification	N/A	Regional	Specific site locations not yet finalized
Federal Aid Eligible Facility	N/A	Regional	Specific site locations not yet finalized

Note: The EV charging stations can be linked to the larger RTP project ID 12351, Carbon Reduction & Electric Vehicle Infrastructure Programs: 2024-2030 for consistency purposes. However, specific locations for the potential 125 EV charging stations are not finalized and are identified in general areas across the region. General performance measure applications are identified below at this time.



Anticipated Required Performance Measurements Monitoring								Notes
Metro RTP Performance Measurements	Provides Congestion Mitigation	Provides Climate Change Reduction	Provides Economic Prosperity	Located in an Equity Focus Area (EFA)	Provides Mobility Improvement	Safety Upgrade Type Project	Safety High Injury Corridor	
		X		X	X	X		

Added notes: Initial estimations for later performance measure assessments.

https://www.fhwa.dot.gov/environment/cfi/

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Charging and Fueling Infrastructure Discretionary Grant Program

CFI Grant Recipients

- Round 1A
- Round 1B

Grant Resources

Contacts

For more information, please contact:

- Neelam Patel

FHWA → Environment

Charging and Fueling Infrastructure Discretionary Grant Program

New: 8/27/2024 The Charging and Fueling Infrastructure (CFI) [Grant Round 1B recipients are announced!](#)

CFI Grant Program Information

- The CFI Round 2 NOFO is open at [Grants.gov](#)
- The [CFI Round 2 Question and Answer Document](#) is available here.
- Register for [Grants.gov](#)
- View, Apply and Subscribe to the CFI NOFO in [Grants.gov](#)

8/24, 3:12 PM

Round 1b - Grant Recipients - CFI - Environment - FHWA

Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program
OK	Choctaw Nation of Oklahoma's EV Charging Deployment Project	Choctaw Nation of Oklahoma	\$5,179,880.00	EV Charging	Community
OR	Albany, Oregon 2024 Charging and Fueling Infrastructure Program	City of Albany	\$1,848,960.00	EV Charging	Community
OR	Tualatin and Neighbors Charging Up (TANC-UP)	City of Tualatin	\$15,000,000.00	EV Charging	Community
PA	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation - Corridor	City of Philadelphia	\$2,224,800.00	EV Charging	Corridor

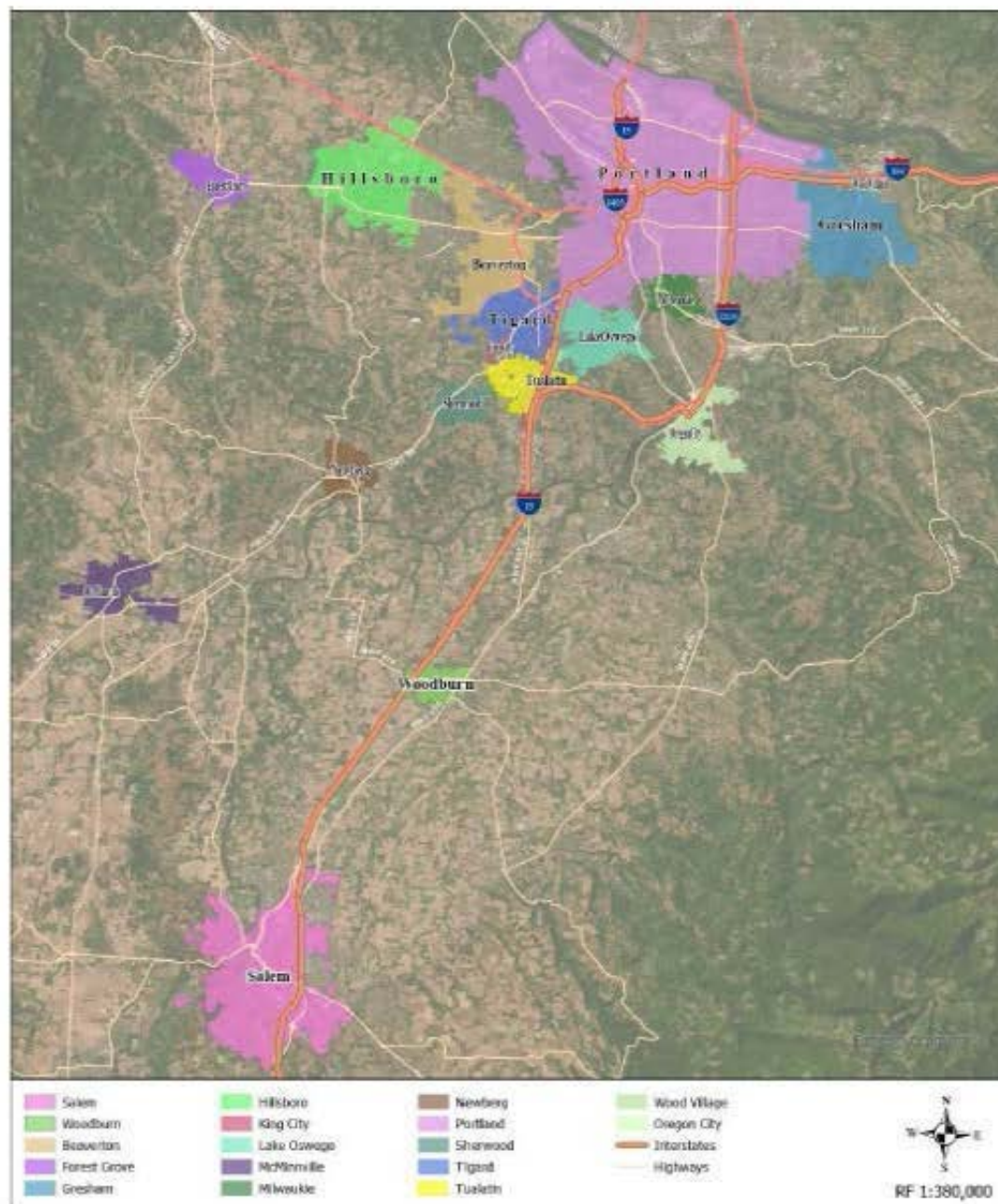


Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 19, 2024
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: December FFY 2025 MTIP Formal Amendment & Resolution 25-5448 Approval Request – DC25-03-DEC

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING OR AMENDING A TOTAL OF ELEVEN PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The December 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains nine new projects being added to the MTIP and two existing projects being amended to add increases authorized funding. The formal amendment will be under Resolution 25-5448. The amendment contains a total of eleven projects.

The amendment includes new discretionary grant awards from the following funding programs:

- Adding three new projects with discretionary awards from the USDOT Safe Streets For All (SS4A) program.
- Adding two new projects with awarded funding from the USDOT Charging and Fueling Infrastructure (CFI) program.
- Adding two new ODOT Public Transportation Division (PTD) awarded funded project for TriMet supporting FTA Section 5310 elderly and disabled persons transit needs.
- Adding one Federal Fiscal Year (FFY) 2024 Congressionally Directed Spending (CDS) awards for Oregon City to modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks, and planter/stormwater treatment area plus Installation of RRFB at a high-volume pedestrian crossing area.
- Adding a new Intelligent Transportation System (ITS)/Transportation Systems Management Systems and Operations (TSMO) discretionary awarded for TriMet from the FHWA Advanced Transportation Technology and Innovation (ATTAIN) program.
- Adding the remaining \$5 million of Metro approved Carbon funds to support the ongoing Tualatin Valley Hwy Transit & Development Project.

- Completing a required funding correction to a previously awarded ODOT PTD project supporting FTA section 5310 elderly and disabled persons which increases the authorized funding to TriMet to \$3,674,037 for FFY 2025.

Added Note: No projects are being canceled through the December FFY 2025 MTIP Formal Amendment bundle.

What is the requested action?

JPACT approved Resolution 25-5448 on December 19, 2024 and is now providing their recommendation for Metro Council to provide their final approval of Resolution 25-5448 enabling all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment to be completed.

TPAC Meeting Summary:

TPAC met on December 6, 2024. TPAC members received their official amendment notification and overview of the project. Ken Lobeck provided a short overview of each project highlighting the required project changes. After the presentation, Eric Hesse, City of Portland, inquired about the possible changes to projects that could occur during the public comment process. Ken reassured TPAC members that the potential changes would involve only minor tweaks to the project name, description, or other programming areas. Ken added that several new projects are being added to the MTIP and STIP based on limited available project details. This is known as programming by “placeholder logic.” However, to help them be ready to obligate in a timely fashion, the projects are added with the best information available at the time. We understand that as the grant agreement is developed, some minor changes may then be needed. Ken finished by assuring TPAC that the type of minor changes that may occur are eligible as part of the public comment process. He added that we are not changing the intent of the project grant award, only clarifying the project details to ensure we are consistent with the final approved grant agreement. With no further discussion, TPAC unanimously provided their approval recommendation to JPACT to approve the eleven projects contained under Resolution 25-5448.

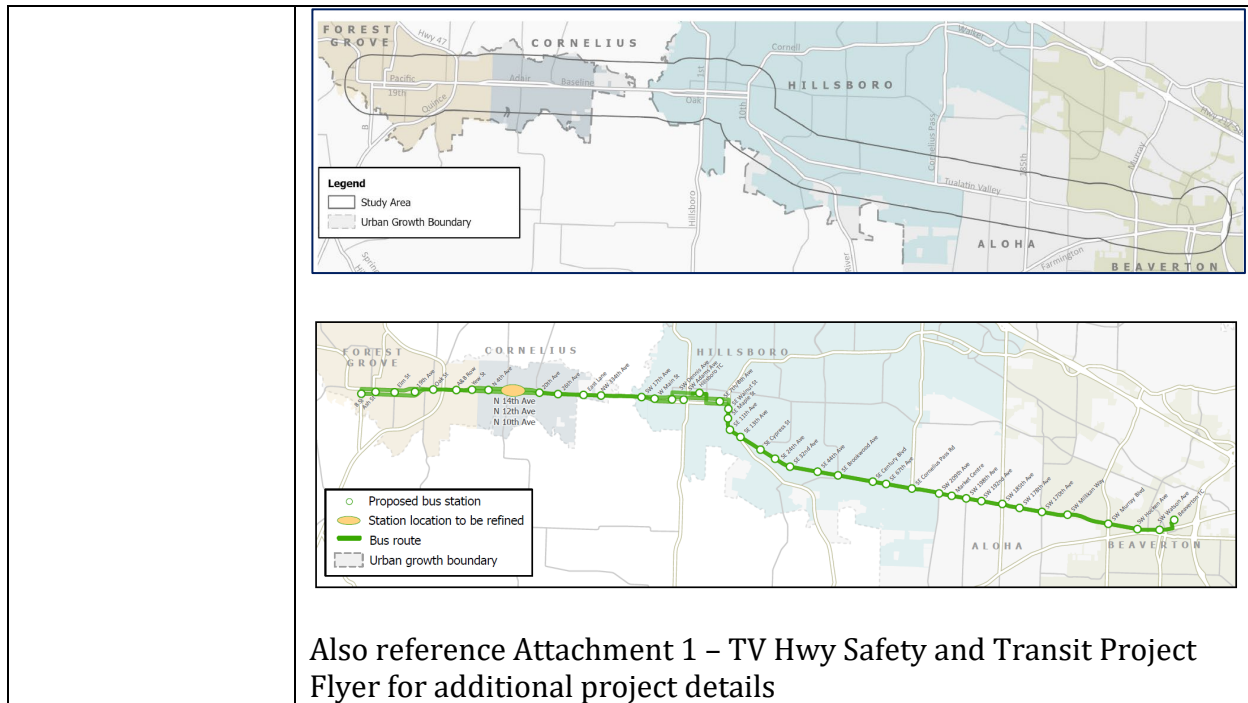
JPACT Meeting Summary:

JPACT met on December 19, 2024. The December FFY 2025 MTIP Formal Amendment under Resolution 25-5448 was included as part of the Consent Calendar. JPACT unanimously passed the Consent Calendar with no discussion.

A more details summary of the individual projects follows:

Project Number: 1	Key Number: 23623	Status: Existing Project
Project Name:	Tualatin Valley Hwy Transit & Development Project - Continued	
Lead Agency:	Metro	
Description:	The project is a multi-year study through the OR8 corridor(in support of Key 22527) between Beaverton and Forest Grove in Washington County and will complete various corridor	

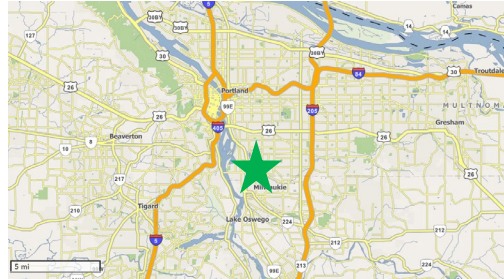
	development planning activities including developing an equitable development strategy (EDS) plus a locally preferred alternative (LPA) for a transit project, alternative analysis for a preferred alignment, and evaluate potential street and pedestrian improvements.														
Funding Summary:	<p>The total Metro approved amount is \$6 million dollars. One million of Metro awarded Surface Transportation Block Grant (STBG) funds plus \$5 million of prior Metro approved Carbon funds. One million has already been programmed but not obligated or expended. The remaining \$5 million of Metro approved Carbon funds are now being added to the project through the amendment. The total programmed amount (including required matching funds) for the project increases to \$6,686,727. The estimated total cost to complete preliminary engineering is \$25 million dollars. The estimate total project cost to complete the transit corridor upgrades is approximately \$300 million dollars.</p> <p>Exhibit A to Staff Report of Resolution 23-5337 Project Allocation List and Project Descriptions</p> <table border="1"> <thead> <tr> <th colspan="2">TPAC Recommended Investment Package</th></tr> </thead> <tbody> <tr> <td>Tualatin Valley Highway Bus Rapid Transit</td><td>\$5,000,000</td></tr> <tr> <td>82nd Avenue Bus Rapid Transit</td><td>\$5,000,000</td></tr> <tr> <td>Line 33 McLoughlin Transit Signal Priority</td><td>\$4,000,000</td></tr> <tr> <td>Climate Smart Implementation Program</td><td>\$1,800,000</td></tr> <tr> <td>Transportation System Management & Operations</td><td>\$3,000,000</td></tr> <tr> <td>Subtotal:</td><td>\$18,800,000</td></tr> </tbody> </table>	TPAC Recommended Investment Package		Tualatin Valley Highway Bus Rapid Transit	\$5,000,000	82 nd Avenue Bus Rapid Transit	\$5,000,000	Line 33 McLoughlin Transit Signal Priority	\$4,000,000	Climate Smart Implementation Program	\$1,800,000	Transportation System Management & Operations	\$3,000,000	Subtotal:	\$18,800,000
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Transportation System Management & Operations	\$3,000,000														
Subtotal:	\$18,800,000														
Amendment Action:	The programming change reflects a 500% increase to the project which is a bit above the 30% cost change threshold for this project. The formal amendment adds the \$5 million of Metro prior approved Carbon funds to the preliminary engineering phase (PE) and shifts the earlier programming to the PE phase as well. All funds will complete a flex transfer process during FFY 2025 to FTA.														
Added Notes:	The purpose of the TV Highway Safety and Transit Project is to improve speed, reliability, accessibility, and safety for transit riders on TV Highway, particularly for communities of color and low-income communities. The project is expected to improve pedestrian safety accessing transit and to enhance the transit rider experience through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line between Beaverton and Forest Grove, replacing the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting, and seating, and have safer access to all stations with a signal or enhanced crosswalk.														

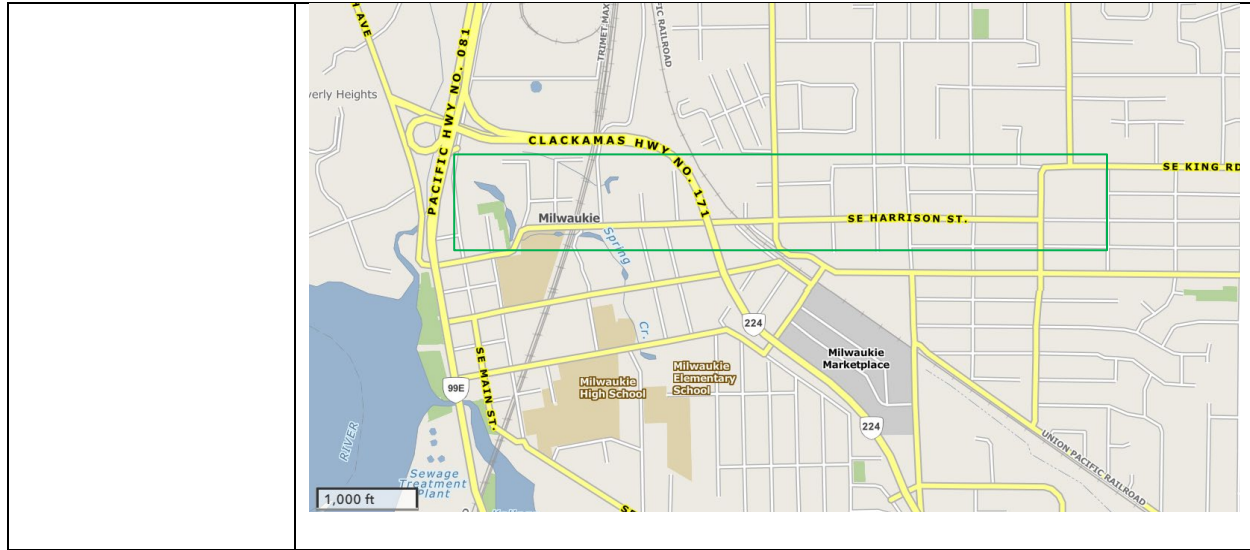


Project Number: 2	Key Number: 23807	Status: Add New Project
Project Name:	Targeted Safe Routes to School Interventions in Portland Area (Metro)	
Lead Agency:	Metro	
Description:	SS4A 2024 Planning cycle study funding a suite of interventions to support the safe movement of children to and from school, with a focus on one high school cluster (Roosevelt, PPS) that has key infrastructure (physical and social) in place to support the potential effectiveness of each intervention. Targeted schools include five elementary schools (Astor, James John, Sitton, Rosa Parks, César Chávez), one middle school (George), and one high school (Roosevelt).	
Funding Summary:	<p>The awarded SS4A federal funds total \$1,110,000, With required match, the total programmed amount is \$1,387,500.</p> <div> <p>Safe Streets and Roads for All FY24 Planning and Demonstration Awards by State</p> <p>The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.</p> </div>	

	<div>Oregon</div> <table><tr><th>Lead Applicant</th><th>Project Title</th><th>Application Type</th><th>Urban/ Rural</th><th>Funding Award</th></tr><tr><td>City of Ashland</td><td>Citywide Comprehensive Safety Action Plan</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Rural</td><td>\$280,000</td></tr><tr><td>Clatsop County</td><td>Clatsop County Comprehensive Safety Action Plan</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Rural</td><td>\$480,000</td></tr><tr><td>Columbia County</td><td>Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Rural</td><td>\$180,000</td></tr><tr><td>Metro</td><td>Targeted Safe Routes to School Interventions in Portland Area</td><td>Conduct Demonstration or Other Supplemental Planning Activities (only)</td><td>Urban</td><td>\$1,110,000</td></tr><tr><td>Milwaukie</td><td>Safety Assessment of Harrison Street Corridor</td><td>Conduct Demonstration or Other Supplemental Planning Activities (only)</td><td>Urban</td><td>\$320,000</td></tr></table>	Lead Applicant	Project Title	Application Type	Urban/ Rural	Funding Award	City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$280,000	Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Rural	\$480,000	Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Rural	\$180,000	Metro	Targeted Safe Routes to School Interventions in Portland Area	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$1,110,000	Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000
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Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Urban	\$320,000																											
Amendment Action:	The formal amendment adds the new SS4A project award to the 2024-27 MTIP.																														
Added Notes:	<p>This is a direct recipient delivery type grant award. Metro will work directly with FHWA to develop and execute the required project grant agreement. The fund obligation will occur through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS).</p> <p>The project location is in northern Portland in and around the Roosevelt High School area.</p> <div></div>																														

Project Number: 3	Key Number: 23751	Status: Add New Project
Project Name:	Safety Assessment of Harrison Street Corridor	
Lead Agency:	Milwaukie	
Description:	In Milwaukie FFY 2024 SS4A Planning study award to identify crash hotspots and contributing factors within the Harrison Street corridor. Evaluate countermeasures along the corridor to mitigate	

	crashes, promote safety, and provide a roadmap for the community to implement these strategies.																																			
Funding Summary:	<div>This is another SS4A discretionary Planning grant award. The total federal grant award is \$320,000. With required match, the total programming is \$400,000. Fund obligation will occur through the USDOT Delphi system and not FHWA's FMIS system.</div> <div><div><div><div>S</div><div>S</div><div>4</div><div>A</div></div><div><div>Safe Streets and Roads for All</div><div>FY24 Planning and Demonstration</div><div>Awards by State</div></div><div><div>The following tables list all Round 1 and Round 2 Fiscal Year 2024 Safe Streets and Roads for All (SS4A) Planning and Demonstration awards by State.</div></div></div><div>Oregon</div><table><thead><tr><th>Lead Applicant</th><th>Project Title</th><th>Application Type</th><th>Round</th><th>Funding Award</th></tr></thead><tbody><tr><td>City of Ashland</td><td>Citywide Comprehensive Safety Action Plan</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Round 2</td><td>\$280,000</td></tr><tr><td>Clatsop County</td><td>Clatsop County Comprehensive Safety Action Plan</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Round 1</td><td>\$480,000</td></tr><tr><td>Columbia County</td><td>Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Round 1</td><td>\$180,000</td></tr><tr><td>Milwaukie</td><td>Safety Assessment of Harrison Street Corridor</td><td>Conduct Demonstration or Other Supplemental Planning Activities (only)</td><td>Round 2</td><td>\$320,000</td></tr><tr><td>Tangent</td><td>Linn County Oregon Multijurisdictional Safety Action Plan</td><td>Develop a new Comprehensive Safety Action Plan</td><td>Round 2</td><td>\$320,308</td></tr><tr><td>Oregon Total</td><td></td><td></td><td></td><td>\$1,580,308</td></tr></tbody></table></div>	Lead Applicant	Project Title	Application Type	Round	Funding Award	City of Ashland	Citywide Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$280,000	Clatsop County	Clatsop County Comprehensive Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 1	\$480,000	Columbia County	Columbia County Comprehensive Safety Action Plan - Prioritizing and addressing safety hotspots	Develop a new Comprehensive Safety Action Plan	Round 1	\$180,000	Milwaukie	Safety Assessment of Harrison Street Corridor	Conduct Demonstration or Other Supplemental Planning Activities (only)	Round 2	\$320,000	Tangent	Linn County Oregon Multijurisdictional Safety Action Plan	Develop a new Comprehensive Safety Action Plan	Round 2	\$320,308	Oregon Total				\$1,580,308
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Oregon Total				\$1,580,308																																
Amendment Action:	The formal amendment adds the new SS4A planning grant to the 2024-27 MTIP. As with the Metro SS4A planning grant award, Milwaukie will be a direct recipient and work directly with FHWA to develop the required grant agreement, plus obligate, and expend the federal funds.																																			
Added Notes:	<div>The project is located in the city of Milwaukie in the Harrison Street corridor .</div> <div></div>																																			



Project Number: 4	Key Number: 23790	Status: Add New Project
Project Name:	Oregon Transportation Network - TriMet FFY26	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Public transit funding for TriMet for federal fiscal year 2026 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	
Amendment Action:	The formal amendment adds the project to the MTIP and STIP.	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA's Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 5	Key Number: 23800	Status: Add New Project
Project Name:	Oregon Transportation Network - TriMet FFY27	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	As with Key 23790, the project provides transit funding for TriMet supporting the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible capital projects, preventive maintenance, purchase of service, vehicle acquisition, & mobility management.	
Funding Summary:	The PTD award federal funding is \$3,674,037. With required match, the total programmed amount is \$4,094,047. The State STBG being programmed will be flex transferred to FTA.	

Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA's Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.

Project Number: 6	Key Number: 23727	Status: Existing Project
Project Name:	Oregon Transportation Network - TriMet FFY25	
Lead Agency:	ODOT Public Transportation Division (PTD)	
Description:	Public transit funding for TriMet for federal fiscal year 2025 as awarded through the 5310 enhanced mobility of seniors and individuals with disabilities program. Projects include eligible 5310 capital projects such as, preventive maintenance, purchase of service, mobility management and eligible capital asset acquisition (ODOT Public Transit Division grantor)	
Funding Summary:	The project completed a formal amendment as part of the October MTIP Formal Amendment bundle. The authorized federal funding was reduced to \$1,700,000. A follow-on review determined the reduction was incorrect and the real authorized federal funding totaled \$3,674,037.	
Amendment Action:	The formal amendment corrects the federal funding authorized to the project for FFY 2025 to be \$3,674,037. The net programming changes exceeds the 20% cost change threshold which triggers the need for a formal amendment.	
Added Notes:	Once the flex transfer is complete, TriMet will be able to obligate and expend the funds through FTA's Transit Award Management System (TrAMS) in support of their elderly and disabled persons transit needs program.	

Project Number: 7	Key Number: 23815	Status: Add New Project
Project Name:	I-5: Truck Charging and Fueling Stations	
Lead Agency:	ODOT (for Oregon) This is a 3-state CFI award to Caltrans with ODOT and WSDOT partnering as part of the grant.	
Description:	Deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.	
Funding Summary:	The CFI funding award totals \$102 million and was awarded to the California Department of Transportation (Caltrans). The grant award name is the Tri-State Charging and Fueling Infrastructure (CFI) grant for the West Coast Truck Charging and Fueling Corridor Project . The ODOT grant share is \$21,092,144. The CFI	

	grant award covers three states: California, Oregon, and Washington. ODOT and WSDOT are partners with Caltrans in the grant award. ODOT’s federal programming portion is \$21,092,144. Applying the required 20% match, the total programming amount is \$26,426,224.																					
Amendment Action:	The formal amendment adds the FFY 2027 PTD award (for TriMet) to the MTIP and STIP																					
Added Notes:	<p>The Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) is a competitive grant program that will strategically deploy publicly accessible electric vehicle charging and alternative fueling infrastructure in the places people live and work – urban and rural areas alike – in addition to along designated Alternative Fuel Corridors (AFCs). CFI Program investments will make modern and sustainable infrastructure accessible to all drivers of electric, hydrogen, propane, and natural gas vehicles. This program provides two funding categories of grants:</p> <ul style="list-style-type: none">• Community Charging and Alternative Fueling Grants (Community Program)• Charging and Alternative Fuel Corridor Grants (Corridor Program). <table><tr><th colspan="7">Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients</th></tr><tr><th>Lead Applicant State</th><th>Project Name</th><th>Lead Applicant</th><th>Amount</th><th>Fuel Type</th><th>CFI Program</th><th>Project Description</th></tr><tr><td>CA</td><td>West Coast Truck Charging and Fueling Corridor Project</td><td>California Department of Transportation</td><td>\$102,389,046.00</td><td>EV Charging & Hydrogen</td><td>Corridor</td><td>The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.</td></tr></table>	Charging and Fueling Infrastructure Program Grant Recipients Round 1B Grant Award Recipients							Lead Applicant State	Project Name	Lead Applicant	Amount	Fuel Type	CFI Program	Project Description	CA	West Coast Truck Charging and Fueling Corridor Project	California Department of Transportation	\$102,389,046.00	EV Charging & Hydrogen	Corridor	The California Department of Transportation will receive \$102 million for the West Coast Truck Charging and Fueling Corridor Project to deploy charging and hydrogen fueling stations for zero-emission medium- and heavy-duty vehicles along 2,500 miles of key freight corridors in California, Oregon, and Washington. The project will enable the emissions-free movement of goods connecting major ports, freight centers, and agricultural regions between the U.S. borders with Mexico and Canada.
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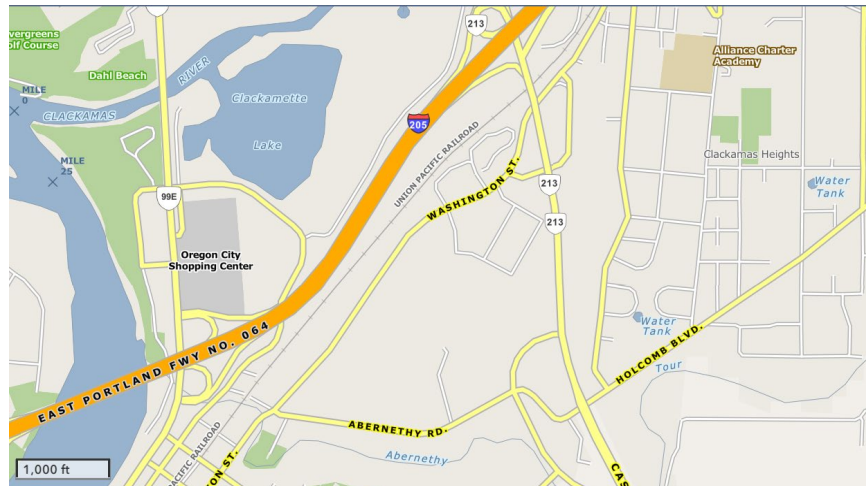
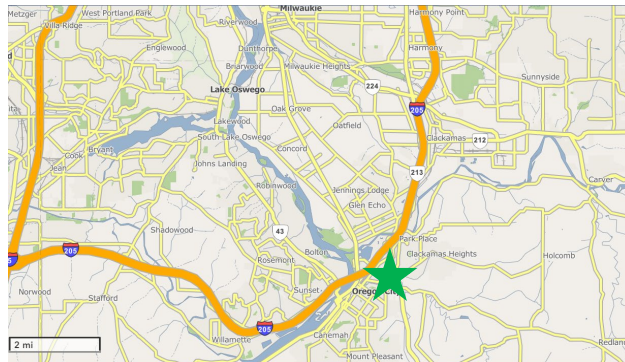
Project Number: 8	Key Number: 23759	Status: Add New Project
Project Name:	Washington Street: Metro South - Abernethy Rd	
Lead Agency:	Oregon City	
Description:	In Oregon City on Washington Street from Abernethy Rd to Metro South Transfer Station intersection, modernize and upgrade safer access to community and retail centers by constructing center turn lane, pedestrian level street lighting, sidewalks, and planter/stormwater treatment area. Installation of RRFB at a high-volume pedestrian crossing area (FFY 2024 CDS #226)	
Funding Summary:	The funding is a FFY 2024 Congressionally Directed Spending (CDS) (or earmark) award to Oregon City. The total federal funding award is \$4 million dollars. With required match the total programming amount is \$4,457,000.	

OR	OR221	SE 112th Avenue Signal and Safety Upgrades at High Crash Intersections (Portland, OR)	2,349,600	2,349,600
OR	OR222	Historic Columbia River Highway State Trail: Perham Creek to Mitchell Creek	850,000	850,000
OR	OR223	Hood River/White Salmon Interstate Bridge Replacement Project	4,000,000	4,000,000
OR	OR224	Beaverton Downtown Loop	1,616,279	1,616,279
OR	OR225	East Forest Grove Safety Improvement Project	850,000	850,000
OR	OR226	Abernethy Green Access Project	4,000,000	4,000,000
OR	OR227	OR 22: Rural Community Enhanced Crossings (Mill City, Gates, and Idanha)	2,800,000	2,800,000
OR	OR228	Hawthorne Avenue Pedestrian and Bicyclist Overcrossing	5,700,000	5,700,000
OR	OR229	Mill Street Reconstruction, Springfield, OR	1,116,279	1,116,279
OR	OR230	OR99W: Salmon River Highway (OR18) Intersection Improvement	3,589,200	3,589,200
OR	OR231	Marion County Safety Corridor	1,577,079	1,577,079

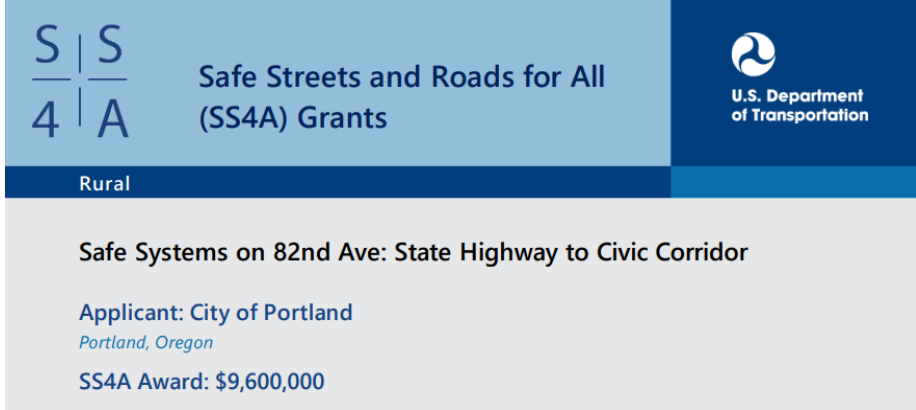
Amendment
Action:


The formal amendment adds the new CDS award to the MTIP and STIP.


Added Notes:

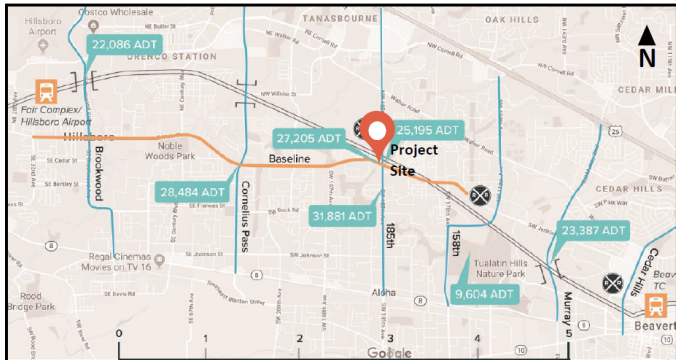


Project Number: 9	Key Number: 23813	Status: Add New Project
Project Name:	82nd Ave Safe Systems: NE Lombard - SE Clatsop (Portland)	
Lead Agency:	Portland	
Description:	Complete project development actions on 82nd Ave from US30BY/Lombard St south to SE Clatsop to close critical crossing gaps, deploy proven tools to address high-crash locations, and improve safety and equity for one of Portland's most important	


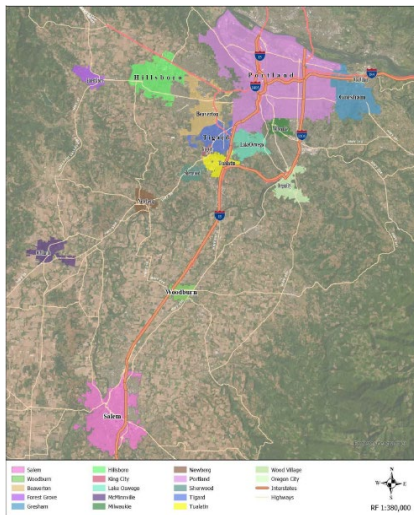
	high-crash corridors. Project components include installing raised center medians, a pedestrian signal, full traffic signals, “no turn on red” at major traffic signal intersections, and updating signal timing (SS4A FFY 24 Implementation)
Funding Summary:	<p>The Safe Streets For All Implementation Category federal grant award is \$9,600,000. With match, the total programmed amount is \$12,000,000.</p>  <p>Safe Streets and Roads for All (SS4A) Grants</p> <p>Rural</p> <p>Safe Systems on 82nd Ave: State Highway to Civic Corridor</p> <p>Applicant: City of Portland Portland, Oregon</p> <p>SS4A Award: \$9,600,000</p>
Amendment Action:	The formal amendment adds the SS4A award for Portland to the MTIP and STIP
Added Notes:	Portland will implement the project under the “Direct Recipient” delivery approach. Portland will work directly with FHWA to develop their required grant agreement plus obligate and expend the funds. Fund obligation will be through the USDOT Delphi system.

	<p>From NE Lombard Street to the southern city limit at SE Clatsop Street, 82nd Avenue can generally be classified into four districts:</p> <ul style="list-style-type: none"> • Cully/Roseway/Madison South: The northern end of the corridor, between NE Lombard Street and I-84, is primarily lower-density residential with a collection of smaller-scale commercial areas and major sites such as the Grotto, Glenhaven Park, and McDaniel High School. • Greater Montavilla: South of I-84 to SE Division Street, the corridor includes a mix of auto-oriented uses, including drive-throughs and car dealerships, as well as grocery stores and the Montavilla Community Center. • Greater Jade District: The Jade District, identified as stretching from SE Division Street to SE Holgate Boulevard for the purposes of this plan, includes major educational and commercial anchors, including the Portland Community College and Eastport Plaza, along with many small businesses. • Lents: From SE Holgate Boulevard to the southern city limit at SE Clatsop Street, the corridor transitions from higher-intensity commercial development near SE Foster Road in the Lents Town Center to small-scale commercial, light industrial, and lower-intensity residential uses. 
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Project Number: 10	Key Number: 23811	Status: Add New Project
Project Name:	Cloud Connectivity for Light Rail Vehicles: 185th Ave (TriMet)	
Lead Agency:	TriMet	
Description:	In Washington County at 185th Ave and the MAX line crossing, deploy and provide connecting technology on Light Rail Vehicles (LRVs) to traffic signals in order to increase driver and passenger safety, reduce traffic delays, provide efficient plus reliable movement of people, demonstrate, quantify and evaluate the impact of the technology; protect the environment by alleviating congestion, reduce emissions, streamline traffic flow, and integrate advanced technologies into the transportation system to provide dynamic and responsive transit services	
Funding Summary:	<p>The funding source for this project is a \$2,360,000 grant from the Advanced Transportation Technology and Innovation (ATTAIN) discretionary funding program. With required match the total programmed amount is \$2,950,000.</p> 	

	<p>Smart Signals in Our Communities North Carolina Department of Transportation \$11,945,832</p> <p>EZData and NEOTech NEORide, OH \$1,600,000</p> <p>Regional Mobility-Enabling Service Hub (Regional MESH) Lane Transit District, OR \$5,215,123</p> <p>Cloud Connectivity for TriMet's Light Rail Vehicles Tri-County Metropolitan Transportation District of Oregon, OR \$2,360,000</p> <p>PATH-TN: Partnership for AI-driven Multimodal Transportation Services Integration in Tennessee Cities Vanderbilt University, TN \$8,666,053</p>
Amendment Action:	<p>The formal amendment adds the FFY 2023-24 ATTAIN award for TriMet to the MTIP and STIP.</p>
Added Notes:	<p>This is another grant award program that will occur under the “direct recipient” delivery rules. TriMet will work directly with FHWA (and not FTA) to develop and execute their required grant agreement, plus obligate, and expend the grant funds. The fund obligation will be through the USDOT Delphi system and not FHWA’s Financial Management Information System (FMIS) or FTA’s Transit Award Management System (TrAMS).</p> <p>The Project site is along one of the limited number of corridors that run northward and southward in the high-growth area of Washington County. The 2020 Census recorded the county population as 600,372, making it the second most populous county in the state. Hillsboro is its county seat and largest city.</p>  <p>While all of Washington County’s north-south arteries shown at left are well traveled, 185th Avenue’s Average Daily Traffic (ADT) count of 31,881 combines with Baseline Road ADT of 26,200 (east/west traffic averaged) just south of the MAX light rail line, causing significant delays on this roadway.</p>

Project Number: 11	Key Number: 23787	Status: Add New Project
Project Name:	<u>Tualatin and Neighbors Charging Up (TANC-UP)</u>	
Lead Agency:	Tualatin	
Description:	Deploy and install EV chargers across Oregon’s North Willamette Valley supporting EV charging network expansion, greenhouse gas emission reductions, and offer access to diverse populations who don’t have access to at-home charging systems. Up to 125 unique	

	sites across 17 cities are proposed for the EV charges. (FFY 2024 Round 1B -CFI discretionary grant)
Funding Summary:	<p>The funding award source is from the Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program). The federal award totals \$15,000,000. With required match the total programming is \$18,800,000.</p> <div></div>
Amendment Action:	The formal amendment adds the new CFI awarded grant to the MTIP and STIP.
Added Notes:	<div><p>Figure 2: Oregon's Northern Willamette Valley with participating cities highlighted.</p></div>

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:

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the December FFY 2025 Formal MTIP amendment (DC25-03-DEC) will include the following actions:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate fiscal constraint.
- 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 included in transportation demand modeling for performance analysis.
- 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.

Proposed Processing and Approval Actions:

<u>Action</u>	<u>Target Date</u>
• TPAC agenda mail-out.....	November 27, 2024
• Initiate the required public notification/comment process.....	December 3, 2024

- TPAC approval recommendation to JPACT..... December 6, 2024
- JPACT approval and recommendation to Council..... December 19, 2024
- Completion of public notification/comment process..... January 3, 2025
- **Metro Council approval..... January 9, 2024**

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** Due to the holidays timeframe, the possibility of JPACT or Council meeting date changes is fairly significant.
- *** 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 and assume no changes to the proposed JPACT or Council meeting dates occur:

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Final amendment package submission to ODOT & USDOT..... | January 15, 2025 |
| • USDOT clarification and final amendment approval..... | Late February 2025 |

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 23-5335 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 September 25, 2023.
3. **Anticipated Effects:** Enables the new and amended projects to be added and updated into the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:** The approval of the two Metro projects in the amendment bundle will impact the budget as follows:
 - a. Key 23623 - Tualatin Valley Hwy Transit & Development Project - Continued:
The amendment approval will commit the remaining authorized \$5 million of Metro approved Carbon funds to be committed to the project. A budget adjustment appears will be needed to the UPWP to add the Carbon funding.
 - b. Key 23807 - Targeted Safe Routes to School Interventions in Portland Area (Metro):
The amendment adds the new SS4A federal grant funds of \$1,110,000 to the Resource Development Regional Travel Option's budget to develop the Safe Routes to Schools intervention strategies. The required local match of \$277,500 is required by Metro to obligate the federal funds. A UPWP budget amendment appears will be needed to address the new SS4A federal grant.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5448 on December 19, 2024 and is now providing their recommendation for Metro Council to provide their final approval of Resolution 25-5448 enabling all required MTIP programming actions for the eleven projects in the December FFY 2025 MTIP Formal Amendment to be completed.

Attachments:

1. Key 23623 – TV Hwy Safety and Transit Project Flyer
2. Safe Streets For All Overview Flyer



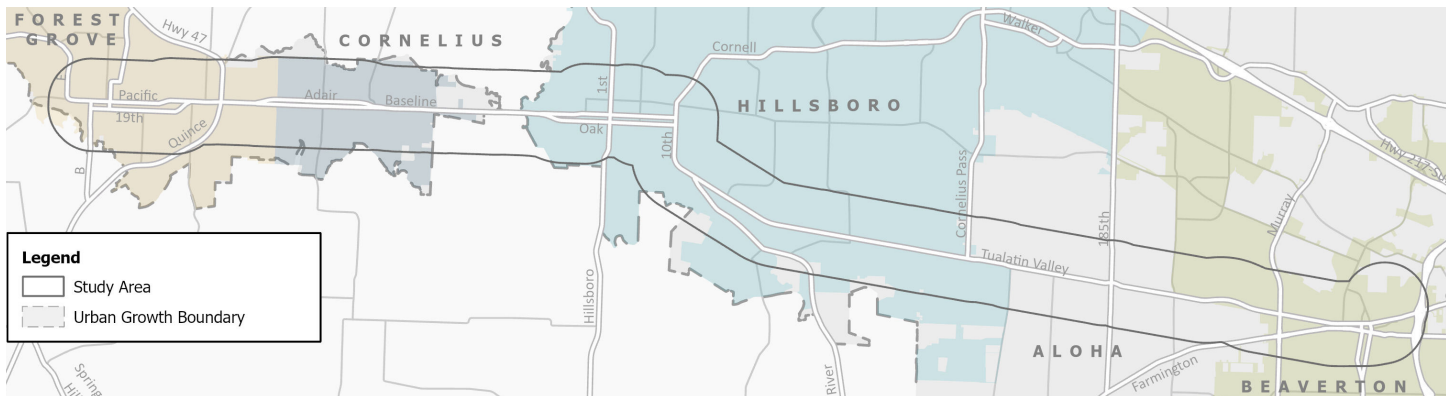
TV Highway Safety and Transit Project

Metro, TriMet, the Oregon Department of Transportation, corridor cities and the county are studying how to bring safety and transit investments to TV Highway.

The goal of the TV Highway Safety and Transit Project is to **improve pedestrian safety** accessing transit and to **enhance the transit rider experience** through improved bus speed and amenities like bus shelters and lighting. This would result in a new Frequent Express (FX) bus line to replace the Line 57. The FX line would come every 12 minutes most of the day, have ADA-accessible stations with shelters, lighting and seating, and have safer access to all stations with a signal or enhanced crosswalk.

Project partners are pursuing a path to bring federal funding to the corridor. To do that, they need to identify the general locations of FX stations along TV Highway.

Metro is seeking public feedback on the location of stations for the proposed bus rapid transit project. Get notified of the results of this engagement by signing up for the project newsletter at oregonmetro.gov/tvhighwaytransit.



Safety on the Corridor



1,845 crashes resulted in injuries between 2017 and 2021



21 crashes resulted in fatalities between 2017 and 2021

TV Highway Residents



One third of the corridor population lives below 200% of the Federal Poverty Level



About **half** of corridor residents are people of color - higher than both the region and the county

Traveling TV Highway



The #57 bus line has an average of **6,390** weekday boardings



Approximately **24,000 - 35,000** vehicles travel on TV Highway every day



Approximately **\$4 million** of goods travel by freight on TV Highway every day

Questions?

Jess Zdeb
971-940-3091
jessica.zdeb@oregonmetro.gov

oregonmetro.gov/tvhighwaytransit



Octubre de 2023

Proyecto de Seguridad y Transporte Público de la Autopista TV

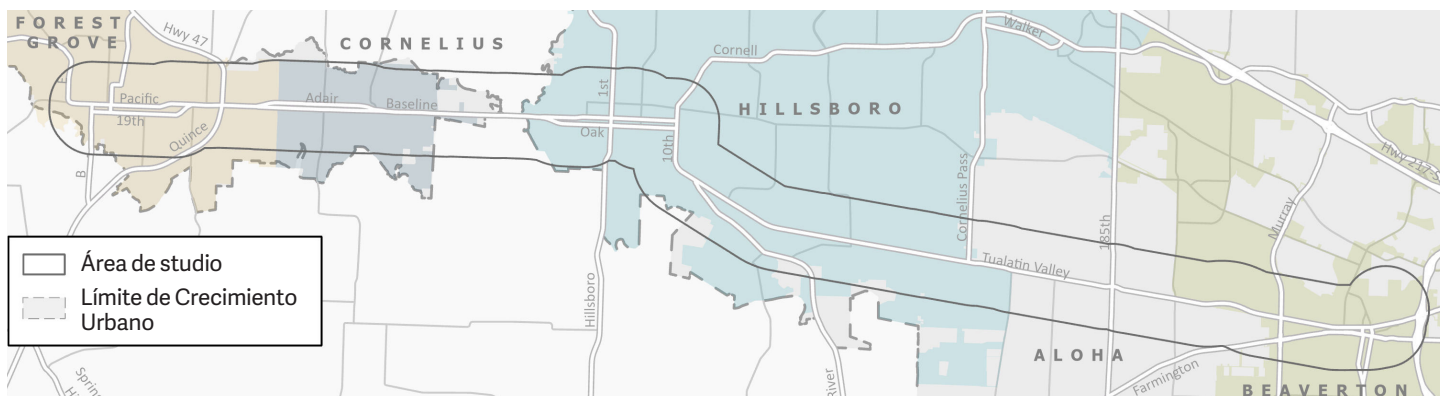
Metro, TriMet, el Departamento de Transporte de Oregon, las ciudades corredor y el condado, están estudiando cómo traer inversiones para la seguridad y el transporte público a la Autopista TV (Tualatin Valley).

La meta del proyecto es **incrementar la seguridad de los peatones** que acceden al transporte público para **mejorar la experiencia de los pasajeros del transporte público** a través de una velocidad optima en los autobuses y a través de servicios como cobertizos e iluminación en las paradas de autobús.

Esto daría lugar a una nueva línea de autobús Frequent Express (FX) que sustituiría a la línea 57. La línea FX pasaría cada 12 minutos la mayor parte del día, tendría estaciones accesibles para la ADA con marquesinas, iluminación y asientos, y dispondría de un acceso más seguro a todas las estaciones con una señal o un paso de peatones mejorado.

empresas mantengan su lugar frente a la inversión pública en el corredor. La coalición esta ahora buscando financiamiento para implementar la estrategia de desarrollo equitativo con socios gubernamentales.

Metro le pedirá al público comentarios y opiniones sobre la ubicación de las estaciones para el propuesto proyecto de autobuses rápidos para el transporte. Obtenga notificaciones de oportunidades de participación al registrarse para el boletín de noticias del proyecto en oregonmetro.gov/tvhighwaytransit.



Seguridad en el corredor



1,845 choques resultaron en lesiones entre 2017 y 2021



21 choques resultaron en muertes entre 2017 y 2021

Residente en el Área de la Autopista TV



Un tercio de la población del corredor, vive por debajo del 200 % del Nivel de Pobreza Federal



Alrededor de **la mitad** de los residentes del corredor son personas de color — una proporción más alta que en la región y en el condado

Viajar en la Autopista TV



La línea de Autobús #57 tiene un promedio de **6,390** abordajes en un día entre semana



Aproximadamente **de 24,000 a 35,000** vehículos viajan en la Autopista TV cada día



Aproximadamente **4 millones de dólares** en mercancía se transporta en contenedores en la Autopista TV al día

¿Tiene preguntas?

Jess Zdeb
971-940-3091
jessica.zdeb@oregonmetro.gov

oregonmetro.gov/tvhighwaytransit

S | S Safe Streets and Roads for All

4 | A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Biden-Harris Administration's Bipartisan Infrastructure Law**. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities. DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

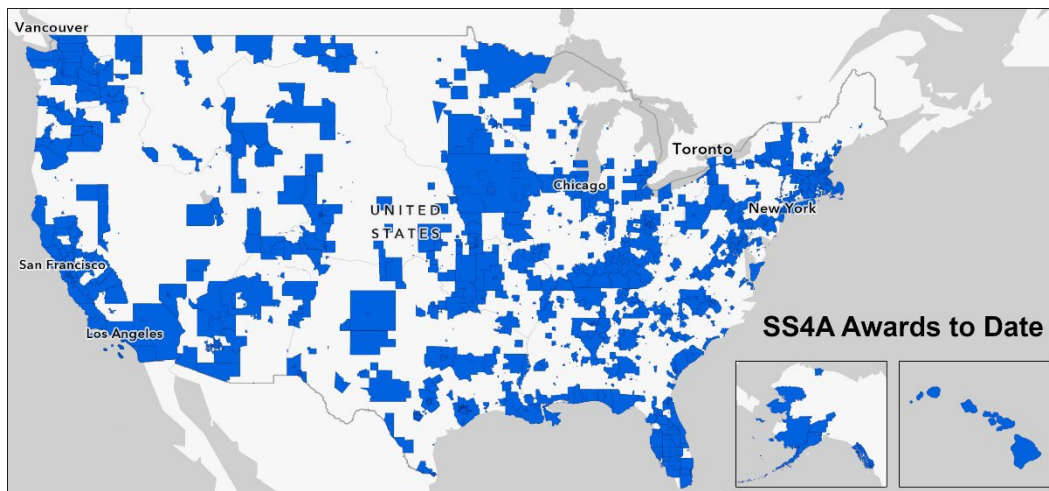
For more information, use the QR code above or visit the [SS4A website](https://www.transportation.gov/grants/SS4A).

SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded **\$2.9 billion** to over **1,600 communities** across **all 50 states and Puerto Rico**.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **77% of the nation's population**.
- Awarded funds go to localities that make up **70% of all roadway fatalities**.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 816 communities (44% of award recipients) have **populations under 50,000**.
- **64 Tribal communities** were awarded SS4A funding.
- About 50% of award recipients are **new direct Federal funding recipients to USDOT**.
- Around 60% of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past three years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National Complete Streets Coalition, National League of Cities, National Association of County Engineers, National Safety Council, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Smart Growth America, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In preparation for the third funding year (FY24), **SS4A provided a courtesy pre-application screen to 111 Action Plans** to help them determine whether they were eligible to apply for an Implementation Grant. Many that found out they were ineligible for Implementation Grants applied to develop an Action Plan instead.
- In the second and third funding years (FY23 and FY24), SS4A conducted **follow-up outreach to over 1,200 communities** to provide opportunities to address missing application elements and program requirements. As a result, **nearly all eligible applications are complete and fully evaluated.**
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A has conducted hundreds of **debriefs with applicants**, and many have re-applied and received awards in subsequent years.

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. Approximately **97% of the 511 FY22 award recipients and 57% of the 620 FY23 award recipients have executed grant agreements** in place and initial **funding amounts obligated.**
- A **Technical Assistance Center** was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans. Visit the [Technical Assistance Center website](#) for more information.
- A **Community of Practice** was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date. [Learn more about the Community of Practice.](#)

Future funding opportunities

The FY25 SS4A Notice of Funding Opportunity (NOFO) is expected to be announced before the end of March 2025. Approximately \$2 billion will be made available in future funding rounds (FY25 and FY26).



**3.3 Resolution No. 25-5454 For the Purpose of Adopting Revised Employment
Agreements for Metro's Chief Operating Officer and Metro Attorney**
Consent Agenda

Metro Council Meeting
Thursday, January 9, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING	)	RESOLUTION NO. 25-5454
EMPLOYMENT AGREEMENTS FOR THE)	
METRO ATTORNEY AND THE CHIEF	)	Introduced by Council President Lynn
OPERATING OFFICER AND DELEGATING	)	Peterson
AUTHORITY TO THE METRO COUNCIL)	
PRESIDENT)	

WHEREAS, both the Metro Attorney and the Chief Operating Officer are appointed by the Metro Council President and confirmed by the Metro Council under the Metro Charter Sections 25(1) and (2); and

WHEREAS, the Metro Attorney receives compensation as fixed by the Metro Council by contract under Metro Code Section 2.08.090; and

WHEREAS, the Chief Operating Officer receives compensation as fixed by the Metro Council by contract under Metro Code Section 2.20.060; and

WHEREAS, the appointment of Carrie MacLaren as Metro Attorney was confirmed by Resolution No. 19-4987, adopted June 6, 2019; and

WHEREAS, the appointment of Marissa Madrigal as Chief Operating Officer was confirmed by Resolution No. 20-5084, adopted February 27, 2020.

WHEREAS, the Metro Council now desires to approve new employment agreements for the Metro Attorney and Chief Operating Officer.

THEREFORE, BE IT RESOLVED that the Metro Council hereby approves the following:

1. The Metro Council approves the employment agreements attached as Exhibit A for the Metro Attorney and Exhibit B for Chief Operating Officer and delegates authority to the Metro Council President to execute the employment agreements.
2. The Metro Council delegates authority to the Metro Council President to approve future increases for the Metro Attorney and Chief Operating Officer equal to the salary increases as provided to all non-represented employees in accordance with the Metro budget subject to the requirements of their Employment Agreements.

ADOPTED by the Metro Council this 9th day of January 2025.

Approved as to Form:

Lynn Peterson, Council President

Nathan A. S. Sykes, Deputy Metro Attorney

AT-WILL EMPLOYMENT AGREEMENT

THIS AGREEMENT is entered into by and between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter (herein referred to as “Metro”) and Caroline MacLaren (herein referred to as “Employee”).

RECITALS

1. The Metro Charter, Section 25(2), as amended in November 2000, provides for the creation of the Office of Metro Attorney and provides that "the Council President appoints the Metro Attorney subject to the confirmation by the Council." The powers and duties of the Metro Attorney are set forth in Chapter 2.08 of the Metro Code.
2. Metro requires the services of a Metro Attorney.
3. Employee has the qualifications and the desire to serve Metro as its Metro Attorney.
4. The Metro Code provides that the employment of the Metro Attorney shall be subject to a contract in regard to compensation.
5. This Agreement will be referred to as “At-Will Employment Agreement” (herein referred to as “Agreement”).

NOW, THEREFORE, IN CONSIDERATION of the compensation Metro will pay to Employee as specified in this Agreement, and in consideration of the mutual promises in this Agreement, the parties agree as follows:

AGREEMENT

1. **Engagement.** Subject to the parties’ right to terminate this Agreement as specified below, Metro hereby employs, and Employee hereby accepts employment from Metro for Employee’s services as Metro Attorney.
2. **Term of Agreement.** The terms of this Agreement apply to Employee’s employment upon execution and continue until terminated as provided in this Agreement.
3. **Services.** Employee will faithfully, industriously and to the best of Employee’s ability serve as the Metro Attorney, and will perform all duties as may be required of the Employee by the Metro Charter, the Metro Code, and the Metro Council.

4. **Exclusivity.** During the term of this Agreement, and except as otherwise provided herein, Employee shall primarily devote all of their business efforts, time, attention, knowledge, and skills to Metro as its Metro Attorney. Employee shall not actively engage in any other paid employment for any direct or indirect remuneration without the prior approval of the Metro Council.
5. **Employment At-Will.** Metro and Employee understand and acknowledge that Employee serves at the pleasure of the Metro Council President and the Metro Council. Metro and Employee understand and acknowledge that Employee's employment with Metro constitutes "at-will" employment. Employee and Metro acknowledge that this employment relationship may be terminated at any time, upon written notice to the other party, with or without cause or good reason and for any or no cause or reason, at the option of either Metro or Employee. It is further understood and agreed that neither this Agreement, nor any service provided under this Agreement, shall create a property interest of any kind. This Agreement has no monetary value.
6. **Attorney Status.** As a condition of employment. Employee shall maintain status as an active member of the Oregon State Bar in good standing. Employee shall be permitted to engage in pro bono activities required or encouraged for members of the Oregon State Bar, to the extent that such activities present no conflict and are not inconsistent with her service as Metro Attorney. Metro shall pay Employee's Oregon State Bar annual membership fee and any other fees required by the Oregon State Bar as a condition of practice of law in the State of Oregon.
7. **Compensation.**
 - A. **Salary.** As compensation for Employee's services, Metro will pay Employee the sum of \$274,740.00 per year, payable in the same frequency and manner as other Metro employees. The Employee's salary will adjust consistent with the Metro pay plan, including any cost-of-living adjustments for non-represented employees. The Metro Council may instruct Human Resources to conduct an annual salary survey of comparable positions in the Portland region. Based on these survey findings, the Metro Council may approve periodic pay adjustments to ensure the Metro Attorney's compensation keeps pace with market conditions and is aligned with that of our key competitors. Employee's compensation is subject to customary withholdings and other taxes as required with respect to compensation paid by Metro to an employee.
 - B. **Benefits.** Employee will receive the same benefit package as other non-represented employees at Metro consistent with Metro's employment policies. Employee's benefits package, consistent with Metro's employment policies. For the purposes of this section, "benefits" means health insurance (including dental and vision care), life insurance, disability insurance, paid leave, employee assistance, retirement benefits pursuant to the Public Employees Retirement System ("PERS"), and any

other benefits which are routinely provided to Metro's non-represented employees. Metro will pay the six percent employee contribution required by PERS. Except as otherwise expressly provided in this Agreement, the employee benefits provided to Employee under this section are subject to any additions, reductions or other changes to the benefits provided to Metro's non-represented employees.

C. Annual Vacation Leave.

- (1) Employee will accrue annual vacation leave in accordance with the non-represented employee vacation leave policy, at Level 5, which is equivalent to 216 hours per year. However, the Employee may exceed the maximum annual accrual limit outlined in the policy, with the ability to accrue up to 750 hours of leave.
- (2) If Metro terminates Employee for cause as defined in Section 9(C), Employee is only entitled to payment for accrued and unused vacation leave up to the maximum allowable accrual limit as defined in the non-represented vacation policy. If Metro terminates Employee without cause, Metro will compensate Employee as provided in Section 9(B).
- (3) If Employee voluntarily resigns, Employee is entitled to payment for accrued and unused vacation leave up to a maximum of 750 hours.

D. Dues, Subscriptions, Professional Development, and Civic Involvement. Metro agrees to budget for and pay for Employee's reasonable costs for continuing legal education and other professional education and for memberships in professional organizations necessary or beneficial to carrying out her role as Metro Attorney. In addition, Metro agrees to budget and pay for Employee's reasonable professional dues, subscriptions, travel, and training for Employee's participation in national, regional, State and local associations necessary and desirable for Employee's professional development and for the good of Metro.

8. **Performance Reviews.** The Metro Council and Council President shall annually evaluate Employee's performance as soon as practicable after July 1. The performance evaluation will be in accordance with criteria and process developed jointly by the Council and Employee prior to each annual evaluation. Further, Employee shall receive a written copy of the findings of the evaluation and the process will provide an adequate opportunity for Employee and the Metro Council to discuss the evaluation. No failure to evaluate Employee shall limit Metro's right to terminate Employee as specified in this Agreement.

9. **Termination.**

A. **Termination by the Parties.**

- (1) **Termination by Metro:** Employee understands and agrees that they are an at-will employee who serves at the pleasure of the Metro Council. Employee may be terminated at any time, with or without cause, by the Metro Council President with the concurrence of the Council. Should the Metro Council President decide to remove Employee, written notice of termination will be provided to Employee. If the written notice does not specify the effective date of termination, the effective date of termination shall be the date on which the written notice was given.
- (2) **Termination by Employee:** Employee may terminate her employment with Metro at any time by giving Metro a written notice of termination specifying the effective date of termination. To terminate in good standing, employee must provide thirty (30) days written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination shall be the date that is thirty (30) days after the date on which the written notice was given. In the event Employee terminates her employment, no severance pay or pay for benefits shall be due Employee.
- (3) Upon termination, Metro will pay accrued leave as provided by the terms of this Agreement.

B. **Termination Without Cause.** Metro may, at its sole election, terminate this Agreement without cause and without prior notice to Employee. Upon termination of employment without cause, Employee will receive severance pay and benefits in exchange for a signed release, executed no later than 21 days of the termination date, of any and all claims as follows:

- (1) Severance pay of six months' salary. Severance pay is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.
- (2) Upon the effective date of termination, Employee is eligible for continued health insurance as established by law ("COBRA"). Metro will pay an amount equivalent to six months of the premium cost of Employee's health insurance at the level utilized by Employee at the time of termination. This payment is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.

- (3) Metro will pay Employee for all accrued and unused vacation leave up to a maximum of 750 hours. This payment is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.

C. Termination for "Cause." Metro may terminate this Agreement for "cause" by giving Employee written notice of intent to terminate for cause. In the event that Metro elects to terminate this Agreement for "cause," no severance pay shall be due Employee. "Cause" includes one or more of the following:

- (1) Willful failure to follow lawful resolutions or directives of the Metro Council or the Metro Charter or Metro Code;
- (2) Willful failure to substantially perform the duties of the Metro Attorney (other than any such failure resulting from incapacity due to physical or mental impairment), unless such failure is corrected within thirty (30) days following written notice by the Metro Council President that specifically identifies the manner in which the Metro Council President believes Employee has substantially not materially performed her duties;
- (3) Violation of the Oregon Government Ethics and Practices Act or the Code of Ethics for Metro officials, Metro Code Chapter 2.17;
- (4) Commission of any act specified as a basis for disciplinary action in the Metro Personnel Policies (as it may be amended from time to time), the nature of which would tend to bring discredit or embarrassment to Metro or the Metro Council, as determined by the Metro Council President.

10. **Non-Disclosure of Confidential Information.** To the extent allowable under Oregon public records law, Employee agrees that during employment and following separation, Employee will not disclose confidential information obtained during the scope of employment at Metro.

11. **Termination Authority.** In accordance with the Metro Code, the Metro Council President has the sole authority to terminate this Agreement on behalf of Metro, subject to concurrence of the Council by resolution. The Metro Council President may terminate this Agreement in writing pursuant to any provision of Paragraph 9 of this Agreement. Upon receipt of a termination notice, Employee may accept the termination or request in writing within 48 hours that the Metro Council President submit the termination to the Metro Council for its concurrence. Concurrence in the termination by the Metro Council is a final decision.

12. Disability or Death.

- A. If, as the result of any physical or mental disability, Employee fails or is unable to perform Employee's duties for more than twelve consecutive weeks, Metro may terminate Employee's employment under this Agreement. Metro will provide written notice to Employee. The termination of Employee's employment will be effective as of the date of the notice and Metro will not be obligated to make any further payment or furnish any benefit under this Agreement (other than accrued and unpaid salary and accrued benefits), subject to compliance with all applicable laws and regulations including the Americans with Disabilities Act.
- B. Employee's employment term terminates upon Employee's death. In the event of Employee's death, Metro will pay all accrued salary and benefits, but will not furnish any of the benefits designated under Section 9(B).

13. Successorship. This Agreement inures to and is binding upon Metro's successors, assigns, trustees, executors, and administrators.

14. Modification. Only a written amendment signed by Employee and the Metro Council President can modify this Agreement. The Metro Council must approve the amendment. No oral or written statements, promises, or course of conduct modifies the Agreement in any way. No practices or customs which may arise between Employee and Metro modifies this Agreement or affects its meaning in any way.

15. Waiver. Failure of either party at any time to require performance of any provision of this Agreement does not limit the parties' rights to enforce the provision, nor will any waiver of any breach of any provision be a waiver of any succeeding breach of the provision itself or of any other provision.

16. Construction. This At-Will Employment Agreement is the final, entire agreement between the parties, is to be construed as having been drafted jointly by the parties, is intended to be a complete and final expression of the agreement between the parties, and supersedes all prior discussions or agreements.

17. Severability. If any court of competent jurisdiction determines that one or more portions of this Agreement are invalid or unlawful, the remaining portions remain in full force and effect.

18. Governing Law. This Agreement is governed by and construed in accordance with the laws of the State of Oregon. Employee consents to the personal jurisdiction of the state and federal courts located in Multnomah County, Oregon for any action or proceeding arising from or relating to this Agreement.

EMPLOYEE

METRO

Caroline MacLaren

Lynn Peterson
Metro Council President

Dated: _____

Dated: _____

APPROVED AS TO FORM:

Nathan Sykes
Deputy Metro Attorney

AT-WILL EMPLOYMENT AGREEMENT

THIS AGREEMENT is entered into by and between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter (herein referred to as “Metro”) and Marissa Madrigal (herein referred to as “Employee”).

RECITALS

1. The Metro Charter, Section 25(1), provides for the creation of the Office of the Chief Operating Officer and provides that “the Council President appoints the Chief Operating Officer subject to the confirmation by Council.” The powers and duties of the Chief Operating Officer are set forth in Chapter 2.20 of the Metro Code.
2. Metro requires the services of a Chief Operating Officer.
3. Employee has the qualifications and the desire to serve Metro as its Chief Operating Officer.
4. The Metro Code provides that the employment of the Metro Chief Operating Officer shall be subject to a contract in regard to compensation.
5. This Agreement will be referred to as “At-Will Employment Agreement” (herein referred to as “Agreement”).

NOW, THEREFORE, IN CONSIDERATION of the compensation Metro will pay to Employee as specified in this Agreement, and in consideration of the mutual promises in this Agreement, the parties agree as follows:

AGREEMENT

1. **Engagement.** Subject to the parties’ right to terminate this Agreement as specified below, Metro hereby employs, and Employee hereby accepts employment from Metro for Employee’s services as Chief Operating Officer.
2. **Term of Agreement.** The terms of this Agreement apply to Employee’s employment upon execution and continue until terminated as provided in this Agreement.
3. **Services.** Employee will faithfully, industriously and to the best of Employee’s ability serve as the Chief Operating Officer and will perform all duties as may be required of the Employee by the Metro Charter, the Metro Code, the Metro Council.
4. **Exclusivity.** Exclusivity. During the term of this Agreement, and except as otherwise provided herein, Employee shall devote all of her business efforts, time,

attention, knowledge, and skills to Metro as its Chief Operating Officer on a full-time basis. Employee shall not actively engage in any other paid employment for any direct or indirect remuneration without the prior approval of the Metro Council.

5. **Employment At-Will.** Metro and Employee understand and acknowledge that Employee serves at the Metro Council's pleasure. Metro and Employee understand and acknowledge that Employee's employment with Metro is "at-will" employment. Subject to Metro's obligation to provide severance benefits as specified in this Agreement, Employee and Metro acknowledge that either party may terminate this employment relationship at any time, upon written notice to the other party, with or without cause or good reason and for any or no cause or reason. The parties further understand and agree that neither this Agreement, nor any service provided under this Agreement, creates a property interest of any kind.

6. **Compensation.**

- A. **Salary.** As compensation for Employee's services, Metro will pay Employee the sum of \$297,867 per year, payable in the same frequency and manner as other Metro employees. The Metro Council will annually review Employee's performance as provided below, and thereafter the Employee's salary will adjust consistent with the Metro pay plan, including any cost-of-living adjustments for non-represented employees. The Metro Council may instruct Human Resources to conduct an annual salary survey of comparable positions in the Portland region. Based on these survey findings, the Metro Council may approve periodic pay adjustments to ensure the COO's compensation keeps pace with market conditions and is aligned with that of our key competitors. For the purpose of this Agreement, comparable positions may include but not be limited to, the city manager of the Metro Area's largest city and the chief operating officer at other Metro-area regional government entities. Employee's compensation is subject to customary withholdings and other taxes as required with respect to compensation paid by Metro to an employee.
- B. **Benefits.** Employee will receive the same benefit package as other non-represented employees at Metro consistent with Metro's employment policies. For the purposes of this section, "benefits" means health insurance (including dental and vision care), life insurance, disability insurance, paid leave, employee assistance, retirement benefits pursuant to the Public Employees Retirement System ("PERS"), and any other benefits which are routinely provided to Metro's non-represented employees. Metro will pay the six percent employee contribution required by PERS. Except as otherwise expressly provided in this Agreement, the employee benefits provided to Employee under this section are subject to

any additions, reductions or other changes made by the Metro Council to the benefits provided to Metro's non-represented employees.

C. Annual Vacation Leave.

- (1) Employee will accrue annual vacation leave in accordance with the non-represented employee vacation leave policy, at Level 5, which is equivalent to 216 hours per year. However, the Employee may exceed the maximum annual accrual limit outlined in the policy, with the ability to accrue up to 750 hours of leave.
- (2) If Metro terminates Employee for cause as defined in Section 9(C), Employee is only entitled to payment for accrued and unused vacation leave up to the maximum allowable accrual limit as defined in the non-represented vacation policy. If the Metro Council terminates Employee without cause, Metro will compensate Employee as provided in Section 9(B).

7. **Performance Reviews.** The Metro Council and Council President shall annually evaluate Employee's performance as soon as practicable after July 1. The performance evaluation will be in accordance with criteria and process developed jointly by the Council and Employee prior to each annual evaluation. Further, Employee shall receive a written copy of the findings of the evaluation and the process will provide an adequate opportunity for Employee and the Metro Council to discuss the evaluation. No failure to evaluate Employee shall limit Metro's right to terminate Employee as specified in this Agreement.

8. **Reassignment.** Upon written notice, Employee may be temporarily or permanently reassigned to another Metro position. If a temporary reassignment results in Employee receiving a higher salary during the reassignment period, Metro will return Employee in good standing to Employee's previous position and salary range upon completion of the reassignment.

9. **Termination.**

A. Termination by the Parties.

- (1) **Termination by Metro:** Employee understands and agrees that they are an at-will employee who serves at the pleasure of the Metro Council. Employee may be terminated at any time, with or without cause, by the Metro Council President with the concurrence of the Council. Should the Metro Council President decide to remove Employee, written notice of termination will be provided to Employee. If the written notice does not specify the effective date of termination, the effective date of termination shall be the date on which the written notice was given.

- (2) Termination by Employee: Employee may terminate her employment with Metro at any time by giving Metro a written notice of termination specifying the effective date of termination. To terminate in good standing, employee must provide thirty (30) days written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination shall be the date that is thirty (30) days after the date on which the written notice was given. In the event Employee terminates her employment, no severance pay or pay for benefits shall be due Employee.
 - (3) Upon termination, Metro will pay accrued leave as provided by the terms of this Agreement.
- B. Termination Without Cause. Metro may, at its sole election, terminate this Agreement without cause and without prior notice to Employee. Upon termination of employment without cause, Employee will receive severance pay and benefits in exchange for a signed release, executed no later than 21 days of the termination date, of any and all claims as follows:
- (1) Severance pay of six months' salary. Severance pay is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.
 - (2) Upon the effective date of termination, Employee is eligible for continued health insurance as established by law ("COBRA"). Metro will pay an amount equivalent to six months of the premium cost of Employee's health insurance at the level utilized by Employee at the time of termination. This payment is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.
 - (3) Metro will pay Employee for all accrued and unused vacation leave up to a maximum of 750 hours. This payment is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.
- C. Termination for "Cause." Metro may terminate this Agreement for "cause" by giving Employee written notice of intent to terminate for cause. In the event that Metro elects to terminate this Agreement for "cause," no severance pay shall be due Employee. "Cause" includes one or more of the following:

- (1) Willful failure to follow lawful resolutions or directives of the Metro Council or the Metro Charter or Metro Code;
- (2) Willful failure to substantially perform the duties of the Chief Operating Officer (other than any such failure resulting from incapacity due to physical or mental impairment), unless such failure is corrected within thirty (30) days following written notice by the Metro Council President that specifically identifies the manner in which the Metro Council President believes Employee has substantially not materially performed her duties;
- (3) Violation of the Oregon Government Ethics and Practices Act or the Code of Ethics for Metro officials, Metro Code Chapter 2.17;
- (4) Commission of any act specified as a basis for disciplinary action in the Metro Personnel Policies (as it may be amended from time to time), the nature of which would tend to bring discredit or embarrassment to Metro or the Council, as determined by the Metro Council President.

10. Non-Disclosure of Confidential Information. To the extent allowable under Oregon public records law, Employee agrees that during employment and following separation, Employee will not disclose confidential information obtained during the scope of employment at Metro.

11. Termination Authority. In accordance with the Metro Code, the Council President has the sole authority to terminate this Agreement on behalf of Metro, subject to concurrence of the Council by resolution. The Council President may terminate this Agreement in writing pursuant to any provision of Paragraph 9 of this Agreement. Upon receipt of a termination notice, Employee may accept the termination or request in writing within 48 hours that the Council President submit the termination to the Council for its concurrence. Concurrence in the termination by the Council is a final decision.

12. Disability or Death.

- A. If, as the result of any physical or mental disability, Employee fails or is unable to perform Employee's duties for more than twelve consecutive weeks, Metro may terminate Employee's employment under this Agreement. Metro will provide written notice to Employee. The termination of Employee's employment will be effective as of the date of the notice and Metro will not be obligated to make any further payment or furnish any benefit under this Agreement (other than accrued and unpaid salary and accrued benefits), subject to compliance with all applicable laws and regulations including the Americans with Disabilities Act.

- B. Employee's employment term terminates upon Employee's death. In the event of Employee's death, Metro will pay all accrued salary and benefits, but will not furnish any of the benefits designated under Section 9(B).
13. **Successorship.** This Agreement inures to and is binding upon Metro's successors, assigns, trustees, executors, and administrators.
14. **Modification.** Only a written amendment signed by Employee and the Metro Council President can modify this Agreement. The Metro Council must approve the amendment. No oral or written statements, promises, or course of conduct modifies the Agreement in any way. No practices or customs which may arise between Employee and Metro modifies this Agreement or affects its meaning in any way.
15. **Waiver.** Failure of either party at any time to require performance of any provision of this Agreement does not limit the parties' rights to enforce the provision, nor will any waiver of any breach of any provision be a waiver of any succeeding breach of the provision itself or of any other provision.
16. **Construction.** This At-Will Employment Agreement is the final, entire agreement between the parties, is to be construed as having been drafted jointly by the parties, is intended to be a complete and final expression of the agreement between the parties, and supersedes all prior discussions or agreements.
17. **Severability.** If any court of competent jurisdiction determines that one or more portions of this Agreement are invalid or unlawful, the remaining portions remain in full force and effect.
18. **Governing Law.** This Agreement is governed by and construed in accordance with the laws of the State of Oregon. Employee consents to the personal jurisdiction of the state and federal courts located in Multnomah County, Oregon for any action or proceeding arising from or relating to this Agreement.

EMPLOYEE

METRO

Marissa Madrigal

Lynn Peterson
Metro Council President

Dated: _____

Dated: _____

APPROVED AS TO FORM:

Nathan Sykes
Deputy Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5454, FOR THE PURPOSE OF
ADOPTING REVISED EMPLOYMENT AGREEMENTS FOR THE METRO'S CHIEF
OPERATING OFFICER AND METRO ATTORNEY

Date: December 3, 2024
Meeting Date: January 9, 2025

Prepared by: Julio Garcia
julio.garcia@oregonmetro.gov
Presenter(s) (if applicable): n/a
Length: n/a

ISSUE STATEMENT

This resolution is in accordance with Metro Code 2.02.010 requiring that Metro Council approve written employment agreements. This resolution addresses the desire of Metro Council to standardize employment agreements to reduce inconsistencies and ensure uniformity in future agreements.

Subject to Metro Council confirmation, Council President Peterson has authorized revisions to the COO and Metro Attorney employment agreements.

BACKGROUND

The proposed revisions aim to standardize key elements, such as annual vacation accruals, and remove outdated provisions, like minimum vacation use requirements, which can be managed outside of the contracts. Additionally, the updates align vacation payout provisions upon separation of employment.

Revisions to these contracts also move both incumbents to the top of the vacation accrual rates under vacation policy for non-represented employees.

ACTION REQUESTED

Approval of resolution 25-5454 authorizing revised employment agreements for the COO and Metro Attorney.

The updated employment agreement template is intended to reduce inconsistencies in agreements and ensure that the terms are identical except for salaries. This template will supersede all previously adopted employment agreement templates for the COO and Metro Attorney.

ATTACHMENTS

Resolution No. 25-5454

Exhibit A- Carrie MacLaren Employment Agreement
Exhibit B- Marissa Madrigal Employment Agreement

**3.4 Resolution No. 25-5455 For the Purpose of Approving
Amendments to the Employment Contracts for Directors,
Deputy COOs and the General Manager of Visitor Venues**
Consent Agenda

Metro Council Meeting
Thursday, January 9, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A FORM	)	RESOLUTION NO. 25-5455
EXECUTIVE-LEVEL EMPLOYMENT)	
AGREEMENT	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, Metro Code Section 2.02.010 generally requires that the Metro Council approve written employment agreements with Metro staff; and

WHEREAS, Ordinance No. 14-1350 and Ordinance No. 22-1487 amended Metro Code Section 2.02.010 to allow the Metro Council to delegate the authority to the Chief Operating Officer to execute employment agreements in certain situations; and

WHEREAS, the Metro Council desires to continue to have the power to delegate authority to the COO to negotiate and execute employment agreements by resolution in certain situations; and

WHEREAS, the Metro Council desires to reduce inconsistencies in the terms of Executive-level employment agreements, to ensure that all terms in those employment agreements are identical except salary; and

WHEREAS, the Metro Council desires that the employment agreement approved by this Resolution will supersede previously adopted form employment agreements; now therefore,

BE IT RESOLVED that the Metro Council hereby ordains as follows:

The Metro Council hereby delegates authority to the Chief Operating Officer to execute written employment agreements in a form approved by the Office of Metro Attorney and identical to the one attached as Exhibit A with the following executive-level positions:

- (1) Deputy Chief Operating Officers;
- (2) General Manager of Visitor Venues;
- (3) Executive Director of the Expo Center;
- (4) Executive Director of the Oregon Convention Center;
- (5) Executive Director of Portland's Centers for the Arts;
- (6) Director of the Oregon Zoo;
- (7) Chief Financial Officer;
- (8) Capital Asset Management Director;
- (9) Director of Information Services/Chief Information Officer;
- (10) Director of Housing;
- (11) Director of Diversity, Equity and Inclusion;
- (12) Capital Asset Management Director;
- (13) Director of Human Resources;
- (14) Director of Communications;
- (15) Director of Planning, Development and Research;
- (16) Director of Parks and Nature; and
- (17) Director of Waste Prevention and Environmental Services

The Council further delegates authority to Chief Operating Officer to negotiate the following compensation-related provisions: salary, benefits, vacation accruals, and severance pay.

ADOPTED by the Metro Council this 9th day of January 2025.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

AT-WILL EMPLOYMENT AGREEMENT

THIS AGREEMENT is entered into by and between Metro, a metropolitan service district organized under the laws of the State of Oregon and the Metro Charter (herein referred to as “Metro”) and <Name of Employee> (herein referred to as “Employee”).

RECITALS

1. Metro requires the services of a <Position Title>.
2. Employee has the qualifications and the desire to serve Metro as its <Position Title>.
3. This Agreement will be referred to as “At-Will Employment Agreement” (herein referred to as “Agreement”).

NOW, THEREFORE, IN CONSIDERATION of the compensation Metro will pay to Employee as specified in this Agreement, and in consideration of the mutual promises in this Agreement, the parties agree as follows:

AGREEMENT

1. **Engagement.** Subject to the parties’ right to terminate this Agreement as specified below, Metro hereby employs, and Employee hereby accepts employment from Metro for Employee’s services as <Position Title>.
2. **Term of Agreement.** The terms of this Agreement apply to Employee’s employment upon execution and continue until terminated as provided in this Agreement.
3. **Services.** Employee will faithfully, industriously and to the best of Employee’s ability serve as the <Position Title> and will perform all duties as may be required of the Employee by the Metro Charter, the Metro Code, the Chief Operating Officer (“COO”), and any designee of the COO.
4. **Exclusivity.** Unless reassigned under Section 8, Employee will primarily devote their business efforts, time, attention, knowledge, and skills to Metro as the <Position Title>. Employee may engage in outside business or professional activities, provided that:
 - (1) Employee obtains the COO’s written consent before engaging in any outside business or professional activities; and
 - (2) the COO determines in the COO’s sole discretion and after consultation with the Metro Attorney that the activities: (a) do not impair performance of Employee’s duties under this Agreement, (b) do not make use of

Metro resources, (c) are not substantially similar to the services Employee renders to Metro under this Agreement, and (d) do not violate or are otherwise inconsistent with the requirements of Metro policies, Metro Charter, Metro Code, or with any other applicable rules, regulations or legal requirements (as amended from time to time).

5. **Employment At-Will.** Metro and Employee understand and acknowledge that Employee serves at the COO's pleasure. Metro and Employee understand and acknowledge that Employee's employment with Metro is "at-will" employment. Subject to Metro's obligation to provide severance benefits as specified in this Agreement, Employee and Metro acknowledge that either party may terminate this employment relationship at any time, upon written notice to the other party, with or without cause or good reason and for any or no cause or reason. The parties further understand and agree that neither this Agreement, nor any service provided under this Agreement, creates a property interest of any kind.
6. **Compensation.**
 - A. **Salary.** As compensation for Employee's services, Metro will pay Employee the sum of \$XXX,000.00 per year, payable in the same frequency and manner as other Metro employees. The COO or the COO's designee will annually review Employee's performance as provided below, and thereafter the COO may adjust Employee's salary consistent with the Metro pay plan, including any cost-of-living adjustments and step increases provided for non-represented employees. Employee's compensation is subject to customary withholdings and other taxes as required with respect to compensation paid by Metro to an employee.
 - B. **Benefits.** The COO will determine Employee's benefits package, consistent with Metro's employment policies. For the purposes of this section, "benefits" means health insurance (including dental and vision care), life insurance, disability insurance, paid leave, employee assistance, retirement benefits pursuant to the Public Employees Retirement System ("PERS"), and any other benefits which are routinely provided to Metro's non-represented employees. Metro will pay the six percent employee contribution required by PERS. Except as otherwise expressly provided in this Agreement, the employee benefits provided to Employee under this section are subject to any additions, reductions or other changes made by the Metro Council to the benefits provided to Metro's non-represented employees.
 - C. **Annual Vacation Leave.**
 - (1) Employee will accrue annual vacation leave in accordance with the non-represented employee vacation leave policy, beginning at Level X, which is equivalent to X hours per year. However, the

Employee may exceed the maximum annual accrual limit outlined in the policy, with the ability to accrue up to 750 hours of leave.

- (2) If Metro terminates Employee for cause as defined in Section 9(C), Employee is only entitled to payment for accrued and unused vacation leave up to the maximum allowable accrual limit as defined in the non-represented vacation policy. If the COO terminates Employee without cause, Metro will compensate Employee as provided in Section 9(B).
 - (3) If Employee voluntarily resigns, Employee is entitled to payment for accrued and unused vacation leave up to a maximum of 750 hours.
7. **Performance Reviews.** The COO or the COO's designee and Employee will mutually agree on an annual work plan for Employee. In evaluating Employee's performance, the COO or designee may consider how Employee's performance is consistent with standard management practices, personnel policies and performance measures adopted by the COO or the COO's designee.
8. **Reassignment.** Upon written notice by the COO or the COO's designee, the COO may temporarily or permanently reassign Employee to another Metro position or reassign Employee to another entity pursuant to Metro's "Loaned Executive" policy. If a temporary reassignment results in Employee receiving a higher salary during the reassignment period, Metro will return Employee in good standing to Employee's previous position and salary range upon completion of the reassignment. Performance reviews covering periods while Employee is temporarily reassigned or on loan to another entity will reflect all work during the period, and compensation adjustments will be commensurate with performance during the entire period under review.
9. **Termination.**
 - A. **Termination by the Parties.**
 - (1) **Termination by Metro:** Employee understands and agrees that Employee serves at the pleasure of the COO and that the COO may terminate Employee's employment with Metro at any time, with or without cause, by giving Employee a written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination is the date on which the COO gave the written notice. Cause is defined in section 9(C).
 - (2) **Termination by Employee:** Employee may terminate employment with Metro at any time by giving the COO a written notice of

termination specifying the effective date of termination. To terminate in good standing, Employee must provide at least thirty days written notice of termination. If the written notice of termination does not specify the effective date of termination, the effective date of termination is the date that is thirty days after the date on which Employee gave the written notice.

- (3) Upon termination, Metro will pay accrued leave as provided by the terms of this Agreement.

B. Termination Without Cause. The COO may, at their sole election, terminate this Agreement without cause and without prior notice to Employee. Upon termination of employment without cause, Employee will receive severance pay and benefits in exchange for a signed release, executed no later than 21 days after the termination date, of any and all claims as follows:

- (1) Severance pay of three months' salary. Severance pay is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.
- (2) Upon the effective date of termination, Employee is eligible for continued health insurance as established by law ("COBRA"). Metro will pay an amount equivalent to six months of the premium cost of Employee's health insurance at the level utilized by Employee at the time of termination. This payment is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.
- (3) Metro will pay Employee for all accrued and unused vacation leave up to a maximum of 750 hours. This payment is subject to usual and customary withholdings and taxes under applicable local, state, and federal law.

C. Termination for "Cause." The COO may terminate this Agreement for "cause" by giving Employee written notice of intent to terminate for "cause." The written notice will set forth the reasons for cause and provide an opportunity for Employee to respond. In the event that the COO elects to terminate this Agreement for "cause," none of the payments identified in Section 9(B) are due to Employee. At any time before the effective date of a termination for cause, the COO may provide written notice withdrawing the notice of proposed termination for cause. Following this withdrawal, the COO may elect to terminate this Agreement pursuant to the provisions of Section 9(B). "Cause" includes one or more of the following:

- (1) Commission of any act specified as a basis for disciplinary action in the Metro Personnel Policies (as it may be amended from time to time), the nature of which would tend to bring discredit or embarrassment to Metro or the Council, as determined by the COO in their reasonable discretion.
 - (2) Violation of the Oregon Government Ethics and Practices Act.
 - (3) Violation of the Code of Ethics for Metro Officials. Metro Code Chapter 2.17.
10. **Non-Disclosure of Confidential Information.** To the extent allowable under Oregon public records law, Employee agrees that during employment and following separation, Employee will not disclose confidential information obtained during the scope of employment at Metro.
11. **Termination Authority.** The COO has the sole authority to terminate this Agreement on behalf of Metro. The COO may terminate this Agreement in writing pursuant to any provision of Paragraph 9.
12. **Disability or Death.**
 - A. If, as the result of any physical or mental disability, Employee fails or is unable to perform Employee's duties for more than twelve consecutive weeks, the COO may terminate Employee's employment under this Agreement. The COO will provide written notice to Employee. The termination of Employee's employment will be effective as of the date of the notice and Metro will not be obligated to make any further payment or furnish any benefit under this Agreement (other than accrued and unpaid salary and accrued benefits), subject to compliance with all applicable laws and regulations including the Americans with Disabilities Act.
 - B. Employee's employment term terminates upon Employee's death. In the event of Employee's death, Metro will pay all accrued salary and benefits, but will not furnish any of the benefits designated under Section 9(B).
13. **Successorship.** This Agreement inures to and is binding upon Metro's successors, assigns, trustees, executors, and administrators.
14. **Modification.** Only a written amendment signed by Employee and the COO can modify this Agreement. The Metro Council must approve the amendment. No oral or written statements, promises, or course of conduct modifies the Agreement in any way. No practices or customs which may arise between Employee and Metro modifies this Agreement or affects its meaning in any way.

15. **Waiver.** Failure of either party at any time to require performance of any provision of this Agreement does not limit the parties' rights to enforce the provision, nor will any waiver of any breach of any provision be a waiver of any succeeding breach of the provision itself or of any other provision.
16. **Construction.** This At-Will Employment Agreement is the final, entire agreement between the parties, is to be construed as having been drafted jointly by the parties, is intended to be a complete and final expression of the agreement between the parties and supersedes all prior discussions or agreements.
17. **Severability.** If any court of competent jurisdiction determines that one or more portions of this Agreement are invalid or unlawful, the remaining portions remain in full force and effect.
18. **Governing Law.** This Agreement is governed by and construed in accordance with the laws of the State of Oregon. Employee consents to the personal jurisdiction of the state and federal courts located in Multnomah County, Oregon for any action or proceeding arising from or relating to this Agreement.

EMPLOYEE

METRO

<Name of Employee>

Marissa Madrigal
Chief Operating Officer

Dated: _____

Dated: _____

APPROVED AS TO FORM:

Carrie MacLaren
Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 25-5455, FOR THE PURPOSE OF ADOPTING A FORM EXECUTIVE-LEVEL EMPLOYMENT AGREEMENT

Date: December 4, 2024
Department: Office of the COO
Meeting Date: January 9, 2025

Prepared by: Summer Beanland
summer.beanland@oregonmetro.gov
Presenter(s) (if applicable): n/a
Length: n/a

ISSUE STATEMENT

This resolution is in accordance with Metro Code 2.02.010 requiring that Metro Council approve written employment agreements. This resolution maintains the ability of Metro Council to delegate authority to the Chief Operating Officer to execute employment agreements, per Ordinance No. 14-1350 and Ordinance No. 22-1487, and addresses the desire of Metro Council to standardize employment agreements for executive-level staff to reduce inconsistencies and ensure uniformity in future agreements.

ACTION REQUESTED

The Office of the Chief Operating Officer requests approval of resolution 25-5455 authorizing the COO to enter into at-will written employment agreements with executive-level staff using an updated standard employment agreement. The updated employment agreement template is intended to reduce inconsistencies in agreements and ensure that the terms are identical except for salaries. This template will supersede all previously adopted employment agreement templates for executive-level staff.

IDENTIFIED POLICY OUTCOMES

Standardization of employment agreements for executive-level positions to eliminate inconsistencies in existing employment agreements and ensure consistency in future employment agreements.

POLICY QUESTION(S)

N/A

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approve Resolution No. 25-5455

- The approval of this resolution will allow Metro's COO to enter into employment agreements for executive-level staff at Metro using the amended Employment Agreement Template

Do not approve Resolution No. 25-5455

- If Metro Council does not approve this resolution, Metro's COO will not be able to use the amended Employment Agreement Template when entering into employment agreements for executive-level staff and would instead use the previously approved Employment Agreement Template

STAFF RECOMMENDATIONS

Staff recommends that Council approve the resolution to allow the COO to enter into employment agreements with executive-level staff using the new form agreement.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Legal Opposition: None

Legal Antecedents: Metro Code Section 2.02.010; Ordinance no. 22-1487; No. 14-1350

BACKGROUND

The form contract for executive-level positions has evolved over time, resulting in inconsistencies in benefits across similar contracts. These discrepancies create confusion and unnecessary administrative challenges.

The proposed changes aim to clarify and standardize key elements, such as annual vacation accruals, and remove outdated provisions, like minimum vacation use requirements, which can be managed outside of the contracts. Additionally, the updates align vacation payout provisions upon separation of employment.

To further reduce inconsistencies in executive-level employment agreements, Council is being asked to approve 25-5455, which adopts a standardized template ensuring all terms in executive agreements are uniform, with salary being the only variable.

This updated employment agreement template will replace all previously adopted templates for executive-level staff.

ATTACHMENTS

Resolution No. 25-5455

Exhibit A- Amended employment agreement template

3.5 Consideration of the December 12, 2024 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, January 9, 2025

Metro

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



Metro

Minutes

Thursday, December 12, 2024

10:30 AM

**Metro Regional Center, Council Chamber,
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or
888-475-4499 (toll free)**

Council meeting

This meeting will be held electronically. You can join the meeting on your computer or other device by using this link: <https://zoom.us/j/615079992> Webinar ID: 615 079 992 or 888-475-4499 (toll free)

1. Call to Order and Roll Call

Present: 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

2. Public Communication

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

Seeing no Public Comment, Council President Peterson moved on to the Consent Agenda.

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. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of 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.

Council President Peterson opened the meeting to members

of the public wanting to testify on non-agenda items.

There was none.

3. Consent Agenda

- 3.1 **Resolution No. 24-5443** For The Purpose Of Adding Or Amending A Total Of Six Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements

Attachments: [Resolution 24-5443](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)
[Attachment 2](#)

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

- 3.2 **Resolution No 24-5435** For the Purpose of Directing Staff to Develop Metro Code and Administrative Rule Language to Prohibit the Landfill Disposal of Commercial Food Waste Generated Within the Region Effective January 1, 2027

Presenter(s): Holly Stirnkolb (she/her), Principal Solid Waste Planner
Attachments: [Resolution no. 24-5435](#)
[Staff Report](#)

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

- 3.3 Consideration of the October 17, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

Council President Peterson called for a motion to approve

the Consent Agenda. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3.4 Consideration of the November 7, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3.5 Consideration of the November 21, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

3.6 Consideration of the December 5, 2024 Council Meeting Minutes

Attachments: [Minutes](#)

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

4. Resolutions

4.1 **Resolution 24-5437** For the Purpose of Metro Council's Acceptance of the Results of the Independent Audit for Financial Activity During Fiscal Year Ending June 30, 2024

Presenter(s): Brian Evans (he/him), Metro Auditor,
Caleb Ford, Deputy CFO
Ashley Osten (she/hers) Moss Adams, LLC

Attachments: [Resolution No. 24-5437](#)
 [Exhibit A](#)
 [Exhibit B](#)
 [Exhibit C](#)
 [Staff Report](#)

Council President Peterson called on Brian Evans (he/him), Metro Auditor; Caleb Ford, Deputy CFO; and Ashley Osten (she/hers) Moss Adams, LLC to present to Council.

Staff pulled up the Ordinance No. 24-1518 presentation to present to Council.

Presentation Summary:

The presenters discussed the results of the audit, which largely found no financial errors. There were to immaterial issues identified, which were further clarified by the presenters. Finally, they discussed the importance of continued support and training for management to uphold the standards set by Metro.

Council Discussion:

Councilor Hwang wondered whether there is any expectation for further scrutiny expected under the incoming federal administration.

The presenters explained that they are prepared for a higher level of federal scrutiny but are confident in their current methods and reporting.

Councilor Rosenthal offered his appreciation for the auditor's work.

Councilor Gonzalez asked how funding may be affected by the incoming administration's approach to grants.

The presenters replied that the federal dollars have already been received from the relevant programs, so the current budget and audit procedures are unaffected.

Councilor Lewis requested clarification on who upholds bond expenditure.

The presenters answered that the auditor's look at whether the expenditures were in accordance with the

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously. Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

4.2 Resolution No. 24-5445 For The Purpose Of Approving Funding For Parks And Nature Bond Large Scale Community Visions Program

Presenter(s): Jon Blasher (he/him), Parks and Nature Director
Linda Bartolini Venegas (she/her), Large-scale Community Visions Program Coordinator

Attachments: [Resolution No. 24-5445](#)
[Staff Report](#)

Resolution No. 24-5445 For The Purpose Of Approving Funding For Parks And Nature Bond Large Scale Community Visions Program

First: Lewis Second: Simpson

Council President Peterson called on Jon Blasher (he/him), Parks and Nature Director and Linda Bartolini Venegas (she/her), Large-scale Community Visions Program

Coordinator to present to Council.

Staff pulled up the Ordinance No. 24-1518 presentation to present to Council.

Presentation Summary:

The presenters discussed the Kellogg Creek project and the ways it meets the criteria for the Parks and Nature Large Scale Community Vision grants. They recommended that Council moves to award the requested \$10 million grant to the Kellogg Creek Project.

Council Discussion:

Councilor Lewis asked when the discussion of the third round of funding begins.

The presenters replied that they will come back in 2025, after the second round is completed.

Councilor Hwang conveyed the inspiring nature of the Kellogg Creek project, then requested further information about what the consequences would be if the additional federal funding is not approved.

The presenters stated that in the unlikely event that they \$10 million is not matched federally, the funds would be returned to Council to redistribute in several years' time.

Councilor Rosenthal asked the Mayor of Milwaukie how stormwater control is included in the project.

Mayor Batey and April McEwan responded to the question by describing the sustainability objectives of the project including the prioritization of stormwater recovery.

Councilor Gonzalez requested further clarification on the

federal funding that could be unlocked.

The presenters replied that the greater the award from Metro, the more federal funding that could be awarded federally, up to \$50 million.

Councilor Simpson noted that one of the projects from Bird Alliance, which was not recommended for the Large Scale Community Vision program, is still a valuable project he would like to see completed in the future. He asked what paths forward may exist.

The presenters replied that it is a valuable project that has local partners to help it move forward.

Councilor Lewis described her excitement regarding the forthcoming benefits from the Kellogg Creek project and the positive effect it will have on the City of Milwaukie.

Councilor Rosenthal thanked the Bird Alliance for their application and recognized the importance of habitat restoration in urban areas.

Councilor Gonzalez expressed his appreciation for the work of staff and partners.

Council President Peterson shared that she respects the work of Council and staff to award and leverage the funding for the Kellogg Creek project.

Council President Peterson called for a motion to approve the Consent Agenda. It passed unanimously. Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

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

Aye: 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

4.2.1 Public Comment for Resolution No. 24-5445

Council President Peterson opened the meeting to members of the public wanting to testify on Resolution No. 24-5445 For The Purpose Of Approving Funding For Parks And Nature Bond Large Scale Community Visions Program.

Micah Meskel and Stuart Wells from Bird Alliance spoke about the East Portland Nature Center project they submitted for consideration under the Large Scale Community Vision program.

Adam Khosroabadi, Milwaukie City Councilor, spoke in support of the Kellogg Creek project and its immense value to the community.

Seeing no further testimony, Council President Peterson moved on to the next agenda item.

5. Ordinances (First Reading and Public Hearing)

- 5.1 **Ordinance No. 24-1523** For the Purpose of Amending Title 6 of the Urban Growth Management Functional Plan to Require Local Adoption of Boundaries for Centers on the 2040 Growth Concept Map

Presenter(s): Glen Hamburg, Senior Regional Planner, Metro

Attachments: [Ordinance No. 24-1523](#)

[Exhibit A](#)

[Exhibit B](#)

[Staff Report](#)

[Attachment 1](#)

Council President Peterson called on Glen Hamburg, Associate Regional Planner, Metro to present to Council.

Staff pulled up the Ordinance No. 24-1518 presentation to

present to Council.

Presentation Summary:

The presenters described the Ordinance and the changes that would be made.

Council Discussion:

Councilor Hwang asked two technical questions. First, he asked the presenters whether Metro or other local governments will need to adopt the center boundaries. He also asked Metro Attorney Carrie MacLaren whether there were any plain language requirements.

The presenters answered that the cities and counties will be responsible for adopting the boundaries. Carrie MacLaren noted that there were a few minor, non-substantive changes that may be made before the end of the calendar year.

Councilor Rosenthal wondered whether it would be appropriate to amend the regional transportation center plan to denote the centers to be developed.

The presenters replied that there would need to be consultation with staff working on transportation about that possibility.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

5.1.1 Public Hearing for Ordinance No. 24-1523

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 24-1523 For The Purpose Of Amending Title 6 Of The Urban Growth Management Functional Plan To Require Local Adoption Of Boundaries For Centers On The 2040 Growth Concept Map.

Seeing no testimony, Council President Peterson moved on to the next agenda item.

6. Chief Operating Officer Communication

COO Marissa Madrigal provided an update on the following events or items:

- She reminded Councilors that they will be provided with seven-day notices for a few local-share projects including those located Gladstone, Wood Village, and Washington County.

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Hwang reported on the MPAC meeting held on Tuesday, December 11, 2024.
- Councilor Rosenthal added additional context and information from the MPAC meeting. He also described the WAE meeting held earlier in the day discussing Governor Kotek's funding plan.
- Councilor Lewis reported on her visit to Cincinnati, Ohio for the Center for Transportation Excellence conference.
- Councilor Gonzelez also spoke about his experiences at the same conference.

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:30 p.m.

Respectfully submitted,

Nicholas Cooley, Legislative Assistant

3.6 Consideration of the December 19, 2024 Council Meeting Minutes
Consent Agenda

Metro Council Meeting
Thursday, January 9, 2025

Metro

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



Metro

Minutes

Thursday, December 19, 2024

10:30 AM

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
888-475-4499 (toll free)**

Council meeting

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://zoom.us/j/615079992> (Webinar ID: 615 079 992)

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:31 a.m.

Present: 6 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

Excused: 1 - Councilor Ashton Simpson

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 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.

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

Mary Ann Schwab, MRC: Testified about providing resources to several public projects in collaboration with local governments and transportation agencies.

There being no further testimony, Council President Peterson moved on to the next agenda item.

3. Consent Agenda

- 3.1 **Resolution No. 24-5446** For the Purpose of Supportive Housing Services Regional Oversight Committee Re-Appointments

Attachments: [Resolution No. 24-5446](#)
[Staff Report](#)
[Exhibit A](#)

Council President Peterson called for a motion to approve the Consent Agenda.

A motion was made by Councilor Lewis and seconded by Councilor Rosenthal.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

4. Resolutions

- 4.1 Resolution No. 24-5453 For the Purpose of Adopting the 2025 State Legislative Agenda

Attachments: [Resolution No. 24-5453](#)
[Staff Report](#)
[Exhibit A](#)
[Exhibit B](#)

Council President Peterson introduced Anneliese Koehler, Legislative Affairs Manager, and Kyung Park, State Affairs Advisor, to present on Resolution No. 24-5453 For the Purpose of Adopting the 2025 State Legislative Agenda.

Staff pulled up the “Metro Council Legislative Agenda Adoption” slides to present to Council.

Staff Presentation

Presenters stated there would be a Legislative Breakfast hosted by Metro in January. Presenters reviewed the list of proposed legislative priorities as well as the general and specific principles for developing those priorities.

Council Discussion

There was none.

Council President Peterson called for a motion to approve Resolution No. 24-5453.

A motion was made by Councilor Rosenthal and seconded by Councilor Nolan.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

5. Ordinances (Second Reading and Vote)

- 5.1 **Ordinance No. 24-1523** For the Purpose of Amending Title 6 of the Urban Growth Management Functional Plan to Require Local Adoption of Boundaries for Centers on the 2040 Growth Concept Map

Attachments: [Ordinance No. 24-1523](#)
[Exhibit A](#)
[Exhibit B](#)
[Staff Report](#)
[Attachment 1](#)

Council President Peterson stated that the first reading and public hearing for Ordinance No. 24-1523 For the Purpose of Amending Title 6 of the Urban Growth Management

Functional Plan to Require Local Adoption of Boundaries for Centers on the 2040 Growth Concept Map took place on December 12, 2024.

Council President Peterson noted that Glen Hamburg, Senior Regional Planner, was available to answer any questions about Ordinance No. 24-1523.

Metro Attorney Carrie MacLaren stated for the record that the legislation was consistent with language requirements.

Council Discussion

There was none.

Council President Peterson called for a motion to approve Ordinance No. 24-1523.

A motion was made by Councilor Lewis and seconded by Councilor Hwang.

The motion was carried by the following vote:

Aye: 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, and Councilor Hwang

Excused: 1 - Councilor Simpson

6. Chief Operating Officer Communication

COO Marissa Madrigal provided an update on the following events or items:

- Highlighted the ongoing cold weather maintenance preparation
- Reminded councilors and staff of the commitment to a Metro-wide safety and risk assessment in response to the WPES transfer station audit, and the manager survey on safety and emergency preparedness

7. Councilor Communication

Councilors provided updates on the following meetings and events:

- Councilor Lewis and Councilor Gonzalez reported on the final JPACT meeting of the year

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 10:54 a.m.

Respectfully submitted,

Emma McIntosh

Emma McIntosh, Legislative Assistant

**4.1 Ordinance No. 25-1522 For the Purpose of Amending the Industrial and
Other Employment Areas Map of Title 4 of the Urban Growth Management
Functional Plan for the Montgomery Park area of the City of Portland**
Ordinances

Metro Council Meeting
Thursday, January 9, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	ORDINANCE NO. 25-1522
INDUSTRIAL AND OTHER EMPLOYMENT)	
AREAS MAP OF TITLE 4 OF THE URBAN	)	Introduced by Chief Operating Officer
GROWTH MANAGEMENT FUNCTIONAL	)	Marissa Madrigal with the Concurrence of
PLAN FOR THE MONTGOMERY PARK	)	Council President Lynn Peterson
AREA OF THE CITY OF PORTLAND)	

WHEREAS, the Regional Framework Plan (RFP) includes policies to protect a supply of suitable sites in the region for industrial uses and living-wage jobs, with such sites determined through the aid of local governments in the region; and

WHEREAS, the RFP also has policies to: promote, in cooperation with local governments and community residents, revitalization of existing city and neighborhood centers that are currently underutilized; recognize that social and economic decay in central areas of the region are threats to our region's quality of life and to the health of the regional economy; and ensure that all neighborhoods and all people have access to opportunity and share the benefits, as well as the burdens, of economic and population growth in the region; and

WHEREAS, the RFP has additional policies to: promote a compact urban form as a key climate action strategy; pursue opportunities for development and redevelopment of existing urban land to ensure that the prospect of living, working, and doing business in existing urban areas remains attractive to a wide range of households and employers; and promote walking, biking, transit use, access to parks, and mixed-use neighborhoods where residents can access daily needs, such as jobs, education shopping, services, recreation, and social and cultural activities, close to home; and

WHEREAS, RFP policies are implemented by Metro's functional plans, including the Urban Growth Management Functional Plan (UGMFP), which is codified as Metro Code Chapter 3.07; and

WHEREAS, Title 4, *Industrial and Other Employment Areas*, of the UGMFP has requirements for cities and counties to prohibit or limit certain non-industrial land uses in areas designated on the 'Industrial and Other Employment Areas Map' of Title 4 (i.e., the "Title 4 Map"), including in the nearly 42 acres designated Regionally Significant Industrial Area (RSIA) and in the nearly 17 acres designated Employment Area in the Montgomery Park neighborhood of Portland between NW Nicolai St and NW Vaughn St; and

WHEREAS, UGMFP Subsection 3.07.450(g) authorizes the Metro Council to amend the Title 4 Map at any time in order to better achieve RFP policies; and

WHEREAS, the City of Portland's 'Montgomery Park Area Plan' looks to transition the Montgomery Park neighborhood from an underdeveloped area around the former ESCO steel foundry into a transit-oriented, mixed-use district that supports job growth and housing development near an extension of streetcar service through the neighborhood, with a focus on equity and affordability; and

WHEREAS, removing the RSIA and Employment Area designations from the Montgomery Park neighborhood portion of the Title 4 Map would allow the City of Portland to permit parks, community centers, and retail commercial uses in the neighborhood without Title 4 restrictions on such non-industrial uses; and

WHEREAS, such non-industrial uses can support the job growth and residential uses that the Montgomery Park Area Plan envisages, and allowing such non-industrial uses in conjunction with new employment and housing opportunities in the neighborhood would better achieve RFP policies, as further outlined in Exhibit B to this ordinance; and

WHEREAS, the Metro Technical Advisory Committee voted on October 16, 2024, to recommend that the amendments in Exhibit A be recommended for adoption by the Metro Council; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The ‘Industrial and Other Employment Areas Map’ of Urban Growth Management Functional Plan Title 4, *Industrial and Other Employment Areas*, (i.e., the “Title 4 Map”) is hereby amended as shown in Exhibit A, attached to and incorporated into this ordinance, to remove approximately 42 acres of Regionally Significant Industrial Area designation and approximately 17 acres of Employment Area designation between NW Nicolai St and NW Vaughn St.
2. The Findings of Fact and Conclusions of Law in Exhibit B, attached to and incorporated into this ordinance, demonstrate how the amendments to the Title 4 Map in Exhibit A comply with applicable state and Metro requirements.

ADOPTED by the Metro Council this ____ day of _____ 2025.

Lynn Peterson, Council President

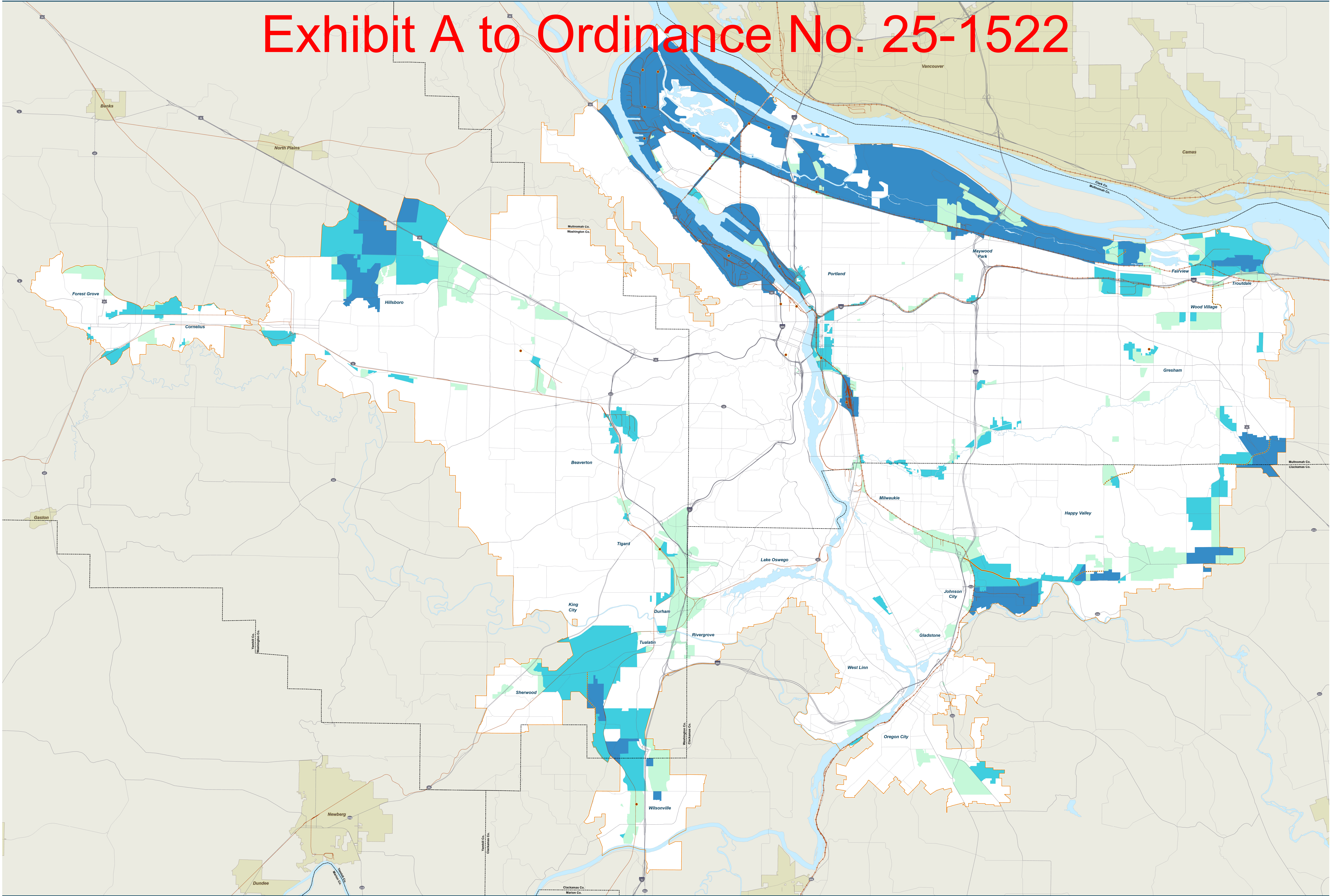
Attest:

Approved as to form:

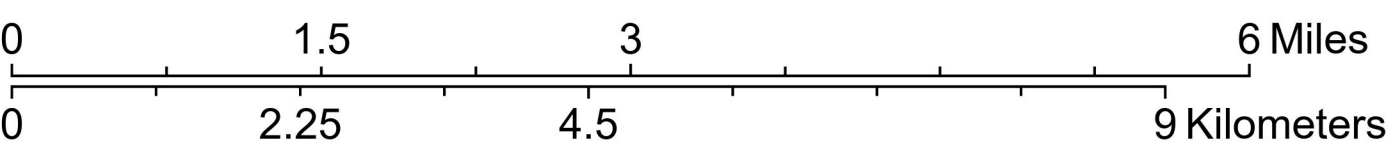
Georgia Langer, Recording Secretary

Carrie MacLaren, Metro Attorney

Exhibit A to Ordinance No. 25-1522



Title 4 Industrial and other Employment Areas



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city



Findings of Fact and Conclusions of Law

Ordinance No. 25-1522 amends the ‘Industrial and Other Employment Areas Map’ (a.k.a., the ‘Employment and Industrial Areas Map’ or the ‘Title 4 Map’) of Title 4, *Industrial and Other Employment Areas*, of Metro’s Urban Growth Management Functional Plan (UGMFP). The map amendments remove approximately 42 acres of Regionally Significant Industrial Area (RSIA) designation and approximately 17 acres Employment Area designation in the Montgomery Park neighborhood of the City of Portland, located between NW Nicolai St and NW Vaughn St. The following findings of fact and conclusions of law explain how the Metro Council’s decision to adopt this ordinance complies with applicable state and regional land use provisions.

A. Statewide Planning Goals

Goal 1 – Citizen Involvement:

The amendments to the Title 4 Map do not modify any element of Metro’s existing public involvement program or reduce opportunities for public input. The amendments were considered at a Metro Technical Advisory Committee (MTAC) meeting on October 16, 2024. They were also considered at a public Metro Policy Advisory Committee (MPAC) meeting on December 11, 2024. Notice of the amendments were submitted to the Department of Land Conservation and Development (DLCD) Post Acknowledgement Plan Amendment (PAPA) system 35 days prior to the January 9, 2025, public hearing on the amendments with the Metro Council.

Goal 2 – Land Use Planning:

The amendments do not themselves change the planned land use designation or zoning for any property, nor do they amend an urban growth boundary (UGB). The findings here in Exhibit B provide a factual basis for the amendments and demonstrate that they are consistent with statewide planning goals and relevant state and regional requirements.

Goal 3 – Agricultural Lands:

The amendments do not reduce the supply of Goal 3 agricultural land. The amendments only concern lands that are already inside Metro’s UGB.

Goal 4 – Forest Lands:

The amendments do not reduce the supply of Goal 4 forest land. The amendments only concern lands that are already inside Metro’s UGB.

Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces:

The amendments do not change any Goal 5 inventory, significance determination, or protection requirement for a natural resource, scenic or historic area, or open space. The amendments themselves do not change the land use plan designation or zoning of any property or amend any UGB.

Goal 6 – Air, Water and Land Resources Quality:

The amendments do not change any air, water, or land resource quality protection plan or requirement.

Goal 7 – Areas Subject to Natural Hazards:

The amendments do not change mapping or risk evaluation of any natural hazard or amend any plan or land use regulation related to protection from a natural hazard.

Goal 8 – Recreational Needs:

The amendments do not change any existing plan for meeting the recreational needs of the region’s residents and visitors; the amendments do, however, remove a Metro restriction on the City of Portland authorizing park uses in the Montgomery Park neighborhood. The amendments concern areas inside Metro’s UGB and not a destination resort on rural lands.

Goal 9 – Economic Development:

The amendments do not themselves change the planned land use designation or zoning for any property, nor do they reduce the supply of sites that may be used for employment (e.g., commercial or industrial) uses. The amendments also do not adopt or amend an economic opportunity analysis. The City of Portland will be

Exhibit B to Ordinance No. 25-1522

responsible for demonstrating Goal 9 compliance as part of any City land use plan, zone change, or land use regulation amendment for the Montgomery Park neighborhood.

Goal 10 – Housing:

The amendments do not change any housing related projection, policy, or standard. The City of Portland will be responsible for demonstrating Goal 10 compliance as part of any City land use plan, zone change, or land use regulation amendment for the Montgomery Park neighborhood.

Goal 11 – Public Facilities and Services:

The amendments only concern lands that are already inside Metro’s UGB. The do not change any public facilities or services plan or any requirement related to water, sewer, or other utility services.

Goal 12 – Transportation:

The amendments do not themselves change a transportation system plan (e.g., Metro’s Regional Transportation Plan) or any transportation system requirements. The City of Portland will be responsible for demonstrating Goal 12 compliance as part of any City transportation system plan, land use plan, zone change, or land use regulation amendment for the Montgomery Park neighborhood.

Goal 13 – Energy Conservation:

The amendments do not themselves change any energy utilization plan or regulation, nor do they change the allocation of land or uses permitted on land identified by Metro as having non-renewable energy sources or change a waste management program.

Goal 14 – Urbanization:

The amendments do not change the location of a UGB, or any policy or regulation related to development of land outside a UGB. The amendments do not concern unincorporated communities or “exception lands”. The amendments only concern lands that are already in Metro’s UGB and only remove certain restrictions on the City of Portland for choosing to plan for and permit certain non-industrial and non-industrial land uses. The City will need to demonstrate that any plan or land use regulation choices they make for the subject area are consistent with applicable statewide planning goals.

Goal 15 – Willamette River Greenway:

The amendments do not change the state’s Greenway Boundary, any Greenway-related inventory, or any land use allowance, development standard, or natural resource protection measure applicable within the Greenway Boundary.

Goal 16 – Estuarine Resources:

The Metro region does not have an estuary subject to Goal 16.

Goal 17 – Coastal Shorelands:

The Metro region does not have coastal shorelands subject to Goal 17.

Goal 18 – Beaches and Dunes:

The Metro region does not have beaches or dunes subject to Goal 18.

Goal 19 – Ocean Resources:

The Metro region does not have ocean resources subject to Goal 19.

B. Metro Code

2.19.080 – Metro Policy Advisory Committee (MPAC)

- (a) Purpose. The purpose of MPAC is to advise the Metro Council and perform the duties assigned to it by the Metro Charter and to perform other duties that the Metro Council shall prescribe.*

Exhibit B to Ordinance No. 25-1522

At its December 11, 2024, meeting, MPAC considered and voted to recommend approval by the Metro Council of the Title 4 Map amendment in Exhibit A.

(c) MPAC may provide in its bylaws for the creation of a Technical Advisory Committee, which may make recommendations to MPAC.

MTAC considered the Title 4 Map amendments at its meeting on October 16, 2024, before recommending the amendment to MPAC.

3.07.450 – Employment and Industrial Areas Map

(g) The Metro Council may amend the Employment and Industrial Areas Map by ordinance at any time to make corrections in order to better achieve the policies of the Regional Framework Plan.

As noted above, the ‘Employment and Industrial Areas Map’ is also known as the ‘Industrial and Other Employment Areas Map’ and as the ‘Title 4 Map’. Ordinance No. 25-1522 of the Metro Council amends the Title 4 Map pursuant to Subsection 3.07.450(g).

The amendments allow the City of Portland to permit certain non-industrial, non-residential uses such as parks, schools, places of assembly, medical/dental offices, and commercial retail uses, without the restrictions otherwise imposed by Title 4. Having uses such as parks, community centers, medical/dental offices, and retail commercial uses in the Montgomery Park neighborhood, in conjunction with the City’s planned streetcar extension and in close proximity to residential and employment land uses that are permitted by the City’s adopted ‘Montgomery Park Area Plan’ (MPAP), could help future residents Montgomery Park and existing residents of the wider area to meet their daily needs closer to home and to be less reliant on motor vehicle transportation. Nearby park space, community centers, education and health services, and retail commercial uses could also contribute to a stronger sense of place and encourage denser residential development in an under-developed area already in the UGB, thereby helping to decrease the demand for more costly outward urban sprawl.

Indeed, amending the Title 4 Map as shown in Exhibit A will allow the City to permit certain land uses that, together with the streetcar extension, active transportation facilities, mixed employment, and affordable, higher-density residential development planned for in MPAP, will better achieve the following Regional Framework Plan policies:

1.1.1 Ensure and maintain a compact urban form within the UGB.

1.1.3 Facilitate infill and re-development [...] to use land and urban services efficiently, to support public transit, to promote successful, walkable communities, and to create equitable and vibrant communities.

1.1.7 Promote excellence in community design.

1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.

1.8.1 Identify and actively address opportunities for and obstacles to the continue development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working, and doing business in those locations remains attractive to a wide range of households and employers.

1.10.1 Support the identity and functioning of communities in the region through:

c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:

- ii. *Makes biking and walking the most convenient, safe, and enjoyable transportation choices for short trips, encourages transit use, and reduces auto dependence and related greenhouse gas emissions.*
- iii. *Provides access to neighborhood and community parks, trails, schools, walkways, bikeways, and other recreational and cultural areas and public facilities.*
- iv. *Reinforces nodal, mixed use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social, and cultural activities.*
- v. *Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.*
- vi. *Is responsive to needs for privacy, community, sense of place, and personal safety in an urban setting.*

3.07.810 – Compliance with the Functional Plan

- (b) *Cities and counties shall amend their comprehensive plans and land use regulations to comply with the functional plan, or an amendment to the functional plan, within two years after acknowledgement of the functional plan or amendment, or after any later date specified by the Metro Council in the ordinance adopting or amending the functional plan. The COO shall notify cities and counties of the acknowledgment date and compliance dates described in subsections (c) and (d).*

The amendments to the Title 4 Map do not require a city or county to amend their comprehensive plan or land use regulations.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 25-1522, FOR THE PURPOSE OF AMENDING THE INDUSTRIAL AND OTHER EMPLOYMENT AREAS MAP OF TITLE 4 OF THE URBAN GROWTH MANAGEMENT FUNCTIONAL PLAN FOR THE MONTGOMERY PARK AREA OF THE CITY OF PORTLAND

Date: December 23, 2024
Department: Planning, Development & Research

Prepared by: Glen Hamburg
Senior Regional Planner

BACKGROUND

On December 11, 2024, the Portland City Council voted unanimously to approve the City's "Montgomery Park Area Plan" (MPAP), which includes City land use plan changes for, and an extension of streetcar service through, the roughly 74-acre Montgomery Park area south of NW Nicolai St, north of NW Vaughn St, and west of Hwy 30. MPAP looks to transition the neighborhood into a new transit-oriented, mixed-use district that supports job growth and housing development with a focus on equity and affordability. The MPAP area is outlined in red in Attachment 2 and includes the former ESCO steel foundry.

Local adoption of MPAP follows from Federal Transit Administration (FTA) funded Metro grants to study the impacts of possible transit system expansions. It also follows years of community engagement activities led by the City, including in-person and virtual open houses, surveys, printed mailers, and dedicated outreach to Community Based Organizations and representatives of underserved communities. The City Council's decision to adopt MPAP was consistent with a recommendation from the City's Planning Commission.

Hearings leading up to the City's decision saw a range of testimony, including from property owners and business operators in the area, as well as from other interested parties. While the opinions expressed in the testimony were varied, testimony included advocacy for allowed residential uses in the area to be paired with certain retail commercial uses (e.g., a grocery store), a community center, and a park, particularly a park serving the wider Northwest Portland area.

Metro regulations did not prohibit the City from choosing to allow residential land uses in the Montgomery Park area. However, provisions in Title 4, *Industrial and Other Employment Areas*, of the Urban Growth Management Functional Plan (UGMFP) do require the City to prohibit/limit certain public, recreational, commercial, and service uses in the area as part of a program to protect a supply of sites in the region for industrial and other middle-wage jobs. Such non-industrial and non-residential uses, if allowed by Metro, may nonetheless be supportive of planned residential land uses, facilitate the development of transit-oriented complete communities in an underdeveloped but central area of the region, and advance other important Regional Framework Plan (RFP) policies. Allowing such uses could also be responsive to comments expressed in public testimony and supportive of the City's adopted vision for the Montgomery Park neighborhood.

Removing Metro's Title 4 prohibitions/limitations on certain public, recreational, commercial, and service uses requires an ordinance of the Metro Council amending the Title 4 'Industrial and Other

Employment Areas Map’ (a.k.a., the ‘Employment and Industrial Areas Map’ or the ‘Title 4 Map’, which is Attachment 1) to no longer designate territory in the Montgomery Park area as ‘Regionally Significant Industrial Area’ (RSIA) or ‘Employment Area’. At a July 23, 2024, work session, Metro Councilors expressed support for elements of the MPAP and the Metro Council directed Metro Staff to propose such an ordinance amending the Title 4 Map in order to better achieve policies of the RFP. Subsequently, the Metro Technical Advisory Committee (MTAC) and the Metro Policy Advisory Committee (MPAC) both voted to recommend adoption of the Title 4 Map amendments by the Metro Council.

PROPOSAL

Ordinance No. 25-1522 proposes to remove UGMFP Title 4 designations from approximately 59 acres¹ of territory in the Montgomery Park neighborhood, thereby removing Metro restrictions on parks schools, community centers, medical/dental facilities, and retail commercial uses (e.g., grocery stores) in the area in order to advance RFP policies.

ANALYSIS/INFORMATION

Known Opposition: As noted above, both MTAC and MPAC recommended approval of the proposed amendments to the Title 4 Map. However, at the December 11, 2024, MPAC meeting, two MPAC members opposed recommending approval of the amendments, with one commenting that nearby Forest Park and existing grocery stores could be adequate to serve future residents of the Montgomery Park neighborhood and that amendments to the Title 4 Map may have adverse impacts on the supply of industrial lands in the region.

Legal Antecedents:

- The 2040 Growth Concept, adopted by the Metro Council in 1995 by Ordinance No. 95-625A, is the long-range vision for the development of the region’s urban form. The 2040 Growth Concept Map is the geographic expression of that vision.
- The 2040 Growth Concept and Map were incorporated into the RFP adopted by the Metro Council in 1997 by Ordinance No. 97-715B. They are the unifying bases for the RFP’s various regional policies, including land use policies. RFP policies are implemented by Metro’s two functional plans: the UGMFP, which is Metro Code chapter 3.07; and the Regional Transportation Functional Plan (RTFP), which is Metro Code chapter 3.08.
- In 2010, Ordinance No. 10-1246 changed the Title 4 designation of approximately 17 acres of land in the Montgomery Park neighborhood from ‘Industrial Area’ to the present ‘Employment Area’.
- In 2024, Ordinance No. 24-1520 expanded Metro’s urban growth boundary (UGB) to include the roughly 1,200-acre Sherwood West urban reserve and to designate more than 270 acres of that territory as Title 4 ‘Industrial Area’. Ordinance No. 24-1520 is not effective until March 2025, so its UGB expansion and Title 4 designations are not reflected in this staff report’s attachments.

Anticipated Effects: Ordinance No. 25-1522 would remove UGMFP Title 4 restrictions from 59 acres of territory, which is equal to approximately 0.1 percent of all Title 4 designated lands in the region and

¹ Of those 59 acres, 42 are currently designated ‘Regionally Significant Industrial Area’ (RSIA) and the other 17 acres are designed ‘Employment Area’, as shown in Attachments 1 and 2.

nearly five times smaller than the area that Ordinance No. 24-1520 designated as Title 4 ‘Industrial Area’ in December 2024. Ordinance No. 25-1522 would not itself disallow industrial land uses or any other land use; it would, however, allow the City of Portland to permit certain non-industrial, non-residential uses such as parks, schools, places of assembly, medical/dental offices, and commercial retail uses, without the restrictions otherwise imposed by Title 4.

Having uses such as parks, community centers, medical/dental offices, and retail commercial uses in the Montgomery Park neighborhood, in conjunction with the planned streetcar extension and in close proximity to residential and employment land uses that are permitted by the City’s adopted plan for the area, could help future residents Montgomery Park and existing residents of the wider area to meet their daily needs closer to home and to be less reliant on motor vehicle transportation. Nearby park space, community centers, education and health services, and retail commercial uses could also contribute to a stronger sense of place and encourage denser residential development in an under-developed area already in the UGB, thereby helping to decrease the demand for more costly outward urban sprawl.

Indeed, amending the Title 4 Map as proposed in Ordinance No. 25-1522 would allow the City to permit certain land uses that, together with the streetcar extension, active transportation facilities, mixed employment, and affordable, higher-density residential development planned for in MPAP, could advance the following RFP policies:

- 1.1.1 Ensure and maintain a compact urban form within the UGB.*
- 1.1.3 Facilitate infill and re-development [...] to use land and urban services efficiently, to support public transit, to promote successful, walkable communities, and to create equitable and vibrant communities.*
- 1.1.7 Promote excellence in community design.*
- 1.1.8 Promote a compact urban form as a key climate action strategy to reduce greenhouse gas emissions.*
- 1.8.1 Identify and actively address opportunities for and obstacles to the continue development and redevelopment of existing urban land using a combination of regulations and incentives to ensure that the prospect of living, working, and doing business in those locations remains attractive to a wide range of households and employers.*
- 1.10.1 Support the identity and functioning of communities in the region through:*
 - c. Ensuring that incentives and regulations guiding the development and redevelopment of the urban area promote a settlement pattern that:*
 - ii. Makes biking and walking the most convenient, safe, and enjoyable transportation choices for short trips, encourages transit use, and reduces auto dependence and related greenhouse gas emissions.*
 - iii. Provides access to neighborhood and community parks, trails, schools, walkways, bikeways, and other recreational and cultural areas and public facilities.*

- iv. Reinforces nodal, mixed use, neighborhood-oriented community designs to provide walkable access to a mix of destinations to support meeting daily needs, such as jobs, education, shopping, services, transit and recreation, social, and cultural activities.*
- v. Includes concentrated, high-density, mixed-use urban centers developed in relation to the region's transit system.*
- vi. Is responsive to needs for privacy, community, sense of place, and personal safety in an urban setting.*

Budget Impacts: There will be no significant budget impacts from this measure. Staff will update relevant maps to reflect any adopted amendments to the Title 4 Map.

RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 25-1522.

ATTACHMENTS

Attachment 1: Current Title 4 Map

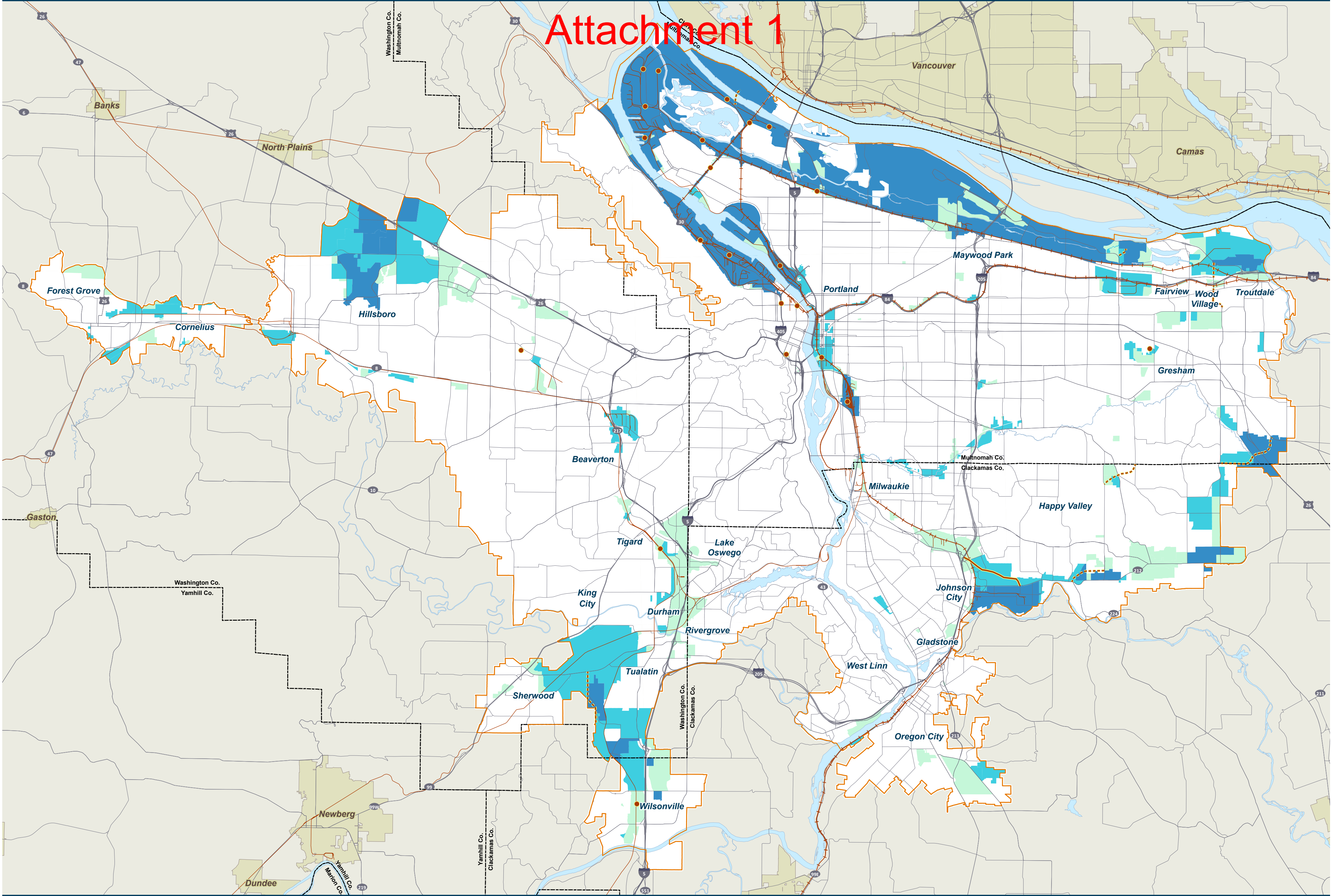
Attachment 2: Aerial close-up of Montgomery Park area with current Title 4 designations

Attachment 3: Title 4 Map as proposed for amendment

Attachment 4: Close-up of Title 4 Map as proposed for amendment

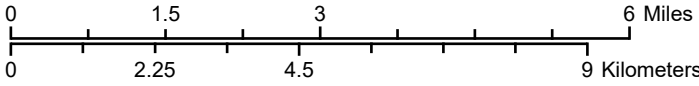
Attachment 5: Aerial image close-up of Title 4 Map as proposed for amendment

Attachment 1



Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city

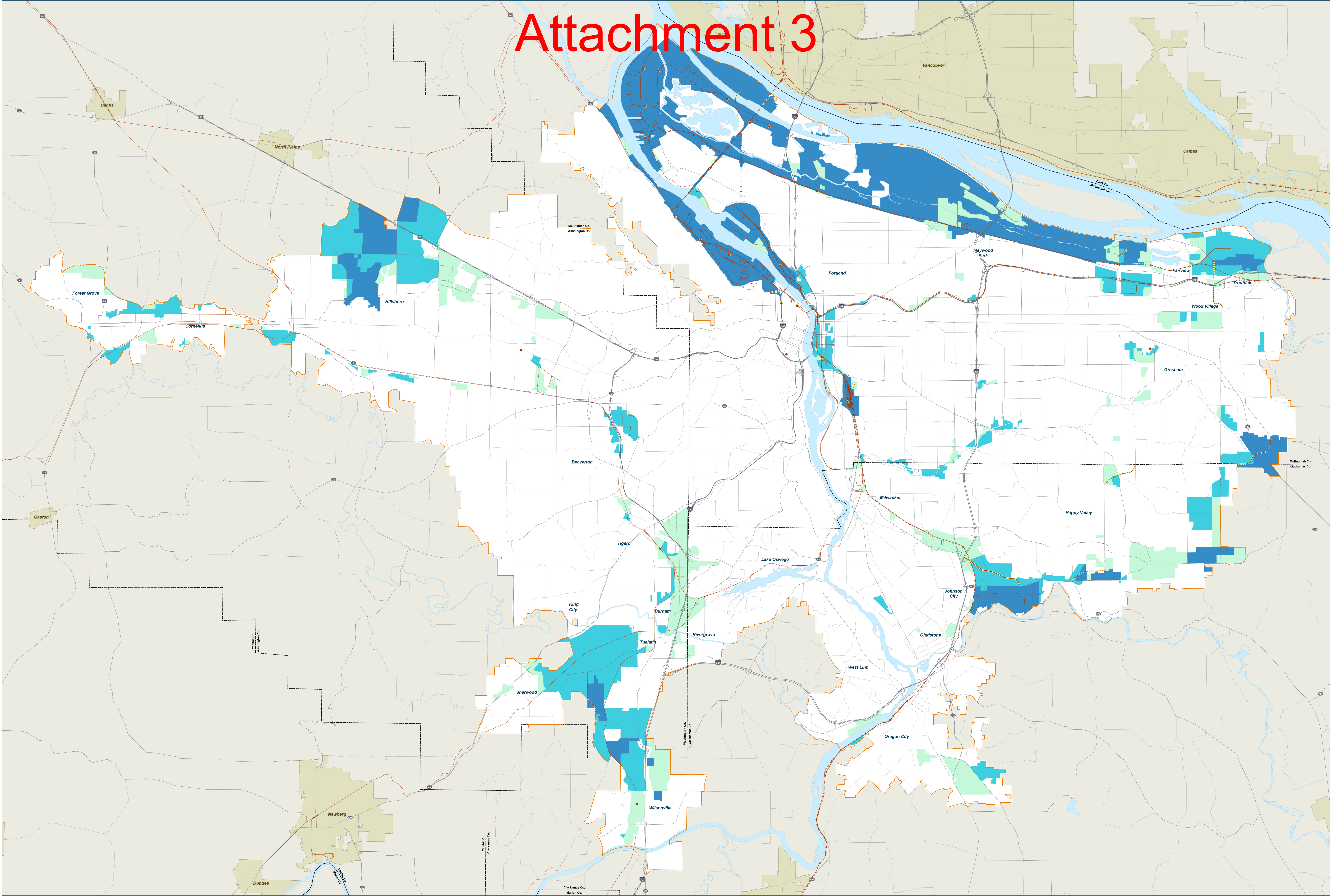


Attachment 2

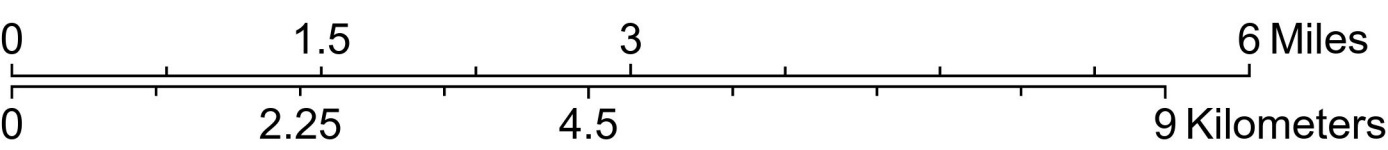
Close-up of Montgomery Park area, with existing Title 4 designations



Attachment 3



Title 4 Industrial and other Employment Areas



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city



Attachment 4



Title 4 Industrial and other Employment Areas

- Employment area
- Industrial area
- Regionally significant industrial area

- Proposed main roadway route
- - - Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard

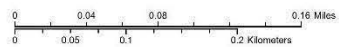
- County boundary
- Metro urban growth boundary
- Neighbor city



Attachment 5



Title 4 Industrial and other Employment Areas



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city



**5.1 Resolution 25-5450 For the Purpose of Representing and Memorializing
the Histories and Cultures Associated with the Portland Expo Center**
Resolutions

Metro Council Meeting
Thursday, January 9, 2025

IN CONSIDERATION OF RESOLUTION NO. 25-5450 FOR THE PURPOSE OF
REPRESENTING AND MEMORIALIZING THE HISTORIES AND CULTURES
ASSOCIATED WITH THE PORTLAND EXPO CENTER

Date: December 16, 2024
Department: Chief Operating Officer
Meeting Date: January 9, 2025

Prepared by: Stephanie Redman
Presenter(s): Stephanie Redman,
she/they, Expo Future Project Manager
Craig Stroud, he/him, General Manager,
Visitor Venues
Length: 20 minutes

ISSUE STATEMENT

Resolution 25-5450 advances one of two key objectives of the Expo Future project:

Objective 1: Metro will recognize Expo Center's Hall A as a site of national historical significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

It directs staff to begin to take action on the recommendations identified in the *Expo Future Historical Significance & Memorialization Committee Recommendations Report*, which was presented to the Council and Metropolitan Exposition Recreation Commission (MERC) on December 10, 2024. The report was informed by representatives of the urban Indigenous, Japanese American, and Vanport communities most connected to and impacted by the site.

ACTION REQUESTED

Adoption of Resolution 25-5450, which

1. Recognizes the Portland Assembly Center as a site of national historic significance;
2. Accepts the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024; and
3. Directs staff to pursue to implement the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* through the following actions:
 - a. Work with Impacted Communities to assess the feasibility of the HSMC's recommendations and develop an implementation strategy for recommendations deemed be feasible;
 - b. Commence a cultural resources assessment of the Expo property;
 - c. Request funding in Metro's FY25-26 budget for an engineering study of Hall A's structural integrity, capacity to stand independently, and feasibility of serving uses other than as an exhibit hall;
 - d. Commence community conversations for the purpose of developing recommendations for potential use(s) of Hall A or portions thereof;

- e. Request funding in Metro's FY25-26 budget for the development of an interpretive plan for representation and memorialization of histories and cultures connected to the Expo site; and
- f. Present a proposed governance structure for the development of the interpretive plan.

The actions directed in Resolution 25-5450 comprise the foundation of a nine- to 12-month workplan for staff to advance recommended representation and memorialization activities in Phase 3 of the Expo Future project. Assuming adoption of this resolution on January 9, 2025, the timeline for implementation of the actions directed in this resolution is as follows.

Est. Timeline	Expected Actions
January 2025	<ul style="list-style-type: none"> Resolution adopted Staff prepare budget estimates and requests for an engineering study of Expo Hall A and an interpretive plan for the site
By March 31, 2025	<ul style="list-style-type: none"> Staff commence with a cultural resources assessment of the Expo Center site Staff provide a project update to Council and MERC
Late June/early July 2025	<ul style="list-style-type: none"> Staff present a proposed governance structure and community engagement process for oversight and development of the Expo Center interpretive plan, inviting members of the urban Indigenous, Japanese American, and Vanport Communities and Tribes to participate. Staff provide a project update to Council and MERC
August 2025	<ul style="list-style-type: none"> Staff commence an engineering study of Hall A Staff begin to work with members of Impacted Communities to assess the feasibility of HSMC representation and memorialization recommendations and to develop a strategy for implementation of recommendations determined to be feasible
Sept. 2025	<ul style="list-style-type: none"> Staff provide a project update to Council and MERC
October 2025	<ul style="list-style-type: none"> Results of the engineering study and a project update are presented to Council and MERC
Nov. 2025	Within 90 days after receipt of engineering study, staff begin community conversations to develop recommendations about potential uses of Hall A or portions thereof.
Dec. 2025	<ul style="list-style-type: none"> First draft of implementation of feasible representation and memorialization recommendations completed Staff provide a project update to Council and MERC

IDENTIFIED POLICY OUTCOMES

The resolution directs staff to take action in support of representing and memorializing the historical significance of the Expo Center site. These actions support the **Council's fall 2019**

direction to find the highest and best public use and long-term financial sustainability of Expo and the Chief Operating Officers' six objectives for Phase 2 of the Expo Future project, endorsed by Council and MERC in February 2023. In particular, the actions directed in Resolution 25-5450 begin the process of additional evaluation and planning in support of implementing the Expo Future *Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024, to Metro Council and MERC.

POLICY QUESTION(S)

- 1) Does Metro Council accept the recommendations for representation and memorialization of the histories and cultures embedded in the Expo Center site as developed by the Expo Future Historical Significance & Memorialization Committee?
- 2) Does Metro Council direct staff to pursue the resolution's key actions (3.a to f., above) to begin to implement the *Expo Future Historical Significance & Memorialization Committee Recommendations Report*?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Whether to continue to pursue representation and memorialization of the histories and cultures embedded in the Expo Center site; and
- Direction to staff for next steps in the process.

STAFF RECOMMENDATIONS

Staff recommend that Metro Council adopt Resolution 25-5450.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

There is no known opposition to this resolution. The actions that are directed by the resolution represent the collective input of 140 members of the urban Indigenous, Japanese American, and Vanport Communities who were engaged in a process to identify how Metro could appropriately represent and memorialize the histories and cultures associated with the 53-acre Expo Center site.

Racial Equity

Expo Future Phase 2 (and future Phase 3) activities advance the following goals of Metro's *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*:

- A, convening and supporting regional partners to advance racial equity;
- B, meaningfully engaging communities of color; and
- D, creating safe and welcoming services, programs, and destinations.

If or as the project evolves to include construction, business development, and job creation, it also has the potential to meet Goals C and E of the plan:

- C, a racially diverse workforce, and
- E. resource allocation that advances racial equity.

Climate Action

Sustainability is one of the Guiding Principles of the Expo Future Project. The recommendations of the Expo Future Historical Significance & Memorialization Committee support climate action goals through the following proposed activities:

- Analyzing Hall A to determine the potential for reuse/renovation of the structures and for reuse of the building's materials if reuse of the structure is deemed not to be feasible
- Installation of more landscaping and green, restored space at the site
- Following Metro's Sustainable Building Practices as the project moves forward

BACKGROUND

Metro owns the Portland Expo Center ("Expo") site, a well-positioned, 53-acre employment and exhibition site at the economic center of greater Portland. Under the current business model, the long-term prospects of Expo are challenging due to the large-scale capital needs of Halls A, B, and C and the ongoing routine maintenance of the newer buildings and campus infrastructure. Pre-pandemic, Expo generated approximately \$50M in annual economic impact through 100+ public trade shows and community events. Post-pandemic, Expo attendance has declined; in 2023, annual attendance was approximately 311,000 visitors at 56 events.

The site is the largest exhibition space in Oregon, with 333,000 square feet of existing building area and 2,500 parking spaces. Halls A, B, and C have been in operation for more than 100 years. Halls D and E are 23 and 27 years old, respectively. Expo is adjacent to other popular sports assets such as Portland International Raceway and Delta Park, a multi-field outdoor sports complex owned by the City of Portland that hosts various youth and adult sports tournaments throughout the year.

Metro recognizes the site's pre-colonial history and importance to Indigenous Peoples. The land upon which Expo sits was previously part of a dynamic and complex network of wetlands and river channels supporting Tribes and Indigenous Peoples and their ways of life since time immemorial. In addition, given Expo's hundred-year operational history, many communities and partners in the greater Portland region have developed unique and important historical and cultural ties to the venue and surrounding area.

Specifically, the nearby Vanport Flood and World War II incarceration at the Portland Assembly Center have had lasting impacts on Black, Indigenous and Japanese American communities. Metro recognizes the past events and injustices that took place on or near the Expo property. Expo staff works with Vanport Mosaic and the Japanese American Museum of Oregon to ensure these occurrences are never forgotten.

Since 2003, Metro has been working to determine the highest and best use of the Expo Center site and to develop a plan for its financial sustainability. From 2020 to present, Metro has engaged with communities with historic and cultural ties to the site (such as the Black, urban Indigenous, and Japanese American communities), Tribes, business stakeholders, and other key partners to identify vision for the site. One outcome of this stakeholder and partner engagement was the development of the project Guiding Principles, which MERC and Metro Council adopted by resolution in spring of 2022.

In February 2023, after a multi-year community-involved assessment of opportunities to improve the long-term financial sustainability of the Portland Expo Center, Metro Council and MERC directed staff to focus on two overarching project objectives identified by Metro's Chief Operating Officer.

Objective 1: Metro will recognize Expo Center’s Hall A as a site of national historical significance and meaningfully memorialize the site’s history of forced displacement during World War II and the Vanport Floods, as well as the site’s pre-colonial history and importance to Indigenous Peoples.

Objective 2: Leveraging Oregon’s status as an international powerhouse in the sport and outdoor industry, Metro will pivot Expo’s future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

The following table outlines the history and relevant actions of this project.

2000	Metro Council Resolution 00-3019 supports submission of a Conditional Use Master Plan to City of Portland. General components include site development plans, transportation and parking, mitigation of Expo development impacts, environmental compatibility, development review, neighborhood communication and coordination, project review procedures for future development, and public involvement. Major elements of the Master Plan include replacement and expansion of exhibit halls A, B and C to match the look of Hall E and Hall D (under construction at the time). CUMP is submitted and approved in 2001.
2003	MERC completes study “Expo: A Vision for the Future” with Yost, Grube Hall architects, to replace the outdated facilities of Halls A B C, and East and West Halls with 255,000 square feet of new facilities, including an exhibit hall, meeting rooms, support facilities, landscaping and related improvements to augment Halls D and E.
2011	MERC submitted Expo Center Conditional Use Master Plan, prepared by Shiels Obletz Johnson, SERA and subcontractors to City of Portland for expansion and replacement of existing exhibition facilities –Halls A, B, and C—with a new exhibition hall similar to Hall D and E, as well as 11 other site developments.
2014	Metro commissioned Hunden Partners to provide an independent assessment of Expo governance and operations, a local competitive market analysis, and the possible impact of a new local headquarters hotel. The scope of work also included an analysis of the existing physical conditions.
2016 - 2019	From 2016 to 2019, a range of options to increase and diversify revenue streams was studied, including long-term tenancies and flexible outdoor space.
Fall 2019	At the direction of Metro Council, the Portland Expo Center Development Opportunity Study (DOS) was launched. The study’s purpose was to identify development options that could complement, support, or replace the current operations at Expo and assess its current value.
2020-2021	Metro engages with the communities and stakeholders most impacted by the site through meetings and listening sessions, and a draft set of community-driven Guiding Principles is formed.
Spring 2021	The DOS report is published, outlining nine scenarios (from logistics to film studios) the site could accommodate. MERC and Metro Council deprioritize the “sell option” and direct staff to create a solicitation process to seek creative ideas and public/private development partners for the site.

Spring 2022	MERC and Metro Council adopt the community-driven Guiding Principles developed during the DOS by resolution as part of their framework for decision-making.
Summer, fall 2022	The Request for Expressions of Interest (RFEI) is launched. Metro receives eight submittals in response to the RFEI process.
Winter 2023	Metro engages community members, Tribal and other government partners, and staff in the evaluation of RFEI submissions, culminating in the “Phase one: RFEI Findings and recommendations” report.
Spring, summer 2023	Metro Council and MERC unanimously support the COO’s recommendations for the future of Expo and Phase 2 of the Expo Future project began. In summer 2023, Metro Council and MERC endorse the proposed project governance structure and COO’s recommended next steps for the project.
Sept. 2023	Expo Future Historical Significance & Memorialization Committee, Expo Future Sport & Facility Committee, and Executive Advisory Committee begin working to fulfill their missions.
Dec. 2023 to June 2024	Hunden Partners begins to study determine the feasibility of shifting Expo Center to sports-oriented uses. The firm conducts a comprehensive market analysis and interviews dozens of local representatives of sports teams, leagues and facilities; committee members; and partner government, economic development, and tourism/hospitality organizations.
March 2024	Metro Council and MERC receive a six-month Expo Future progress report from the cochairs of the Sport & Facility and Historical Significance & Memorialization Committees and staff.
June 25, 2024	Results of the Expo Future sports feasibility study are presented to Metro Council and MERC by consultant Hunden Partners.
July to Sept. 2024	Metro engages with key communities to identify ways to honor and recognize their histories and cultures at Expo Center. Interviews, virtual discussions, in-person workshops and online input are held to gather input from urban Indigenous, Japanese American, and Vanport communities. Expo clients provide project input during a virtual discussion on August 15, 2024.
August to Nov. 2024	The Scenario Refinement Subcommittee of the Expo Future Sports & Facilities Committee analyzes all four recommended sports redevelopment scenarios identified in the sports feasibility study. Weighing multiple factors and with additional data analysis by Hunden Partners, the Subcommittee identifies a final recommended scenario, which is adopted by the Sports & Facilities Committee
March to Nov. 2024	The Expo Future Funding & Financing Task Force reviews Hunden Partners’ funding models for sports redevelopment, including public private partnerships, public financing tools, and federal and philanthropic resources.
Sept. to Nov. 2024	The Historical Significance & Memorialization Committee, supported by consultants and staff, analyzes the community input and shapes its recommendations based on community input.
Nov. to Dec. 2024	Expo Center clients are invited to provide online input about the project. North Portland residents are invited to provide online input about the Expo Future project.

Dec. 10, 2024	Metro Council and MERC receive the Expo Future vision, including representation and memorialization of the histories and cultures tied to the Expo Center site, final recommended sports redevelopment scenario, and funding and financing strategies. Resolutions in support of representation and memorialization and sports are also presented for consideration.
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ATTACHMENTS

1. Future Historical Significance & Memorialization Committee Recommendations Report

- Is legislation required for Council action? ☒ Yes ☐ No
- If yes, is draft legislation attached? ☒ Yes ☐ No
- What other materials are you presenting today? None

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REPRESENTING AND	)	RESOLUTION NO. 25-5450
MEMORIALIZING THE HISTORIES AND)	
CULTURES ASSOCIATED WITH THE	)	Introduced by Council President Lynn
PORTLAND EXPO CENTER	)	Peterson

WHEREAS, many communities and partners in the greater Portland area and the Metro region have unique and important historical and cultural ties to the Portland Expo Center (Expo) and the land upon which it is built; and

WHEREAS, the history of the lands of and adjacent to Expo includes precolonial history and importance to Indigenous Peoples who were forcibly displaced, the forced displacement and incarceration of Americans of Japanese descent during World War II, and the forced displacement of the residents of the nearby City of Vanport, which included a significant Black population, during the Vanport Flood of 1948; and

WHEREAS, Metro recognizes the past injustices that took place on or near the Expo property and their lasting impacts on the urban Indigenous, Japanese American, and Vanport and Black communities and sovereign Tribes distinctly connected to the area; and

WHEREAS, despite the injustices that Tribes, Indigenous Peoples, Japanese Americans and Vanport residents faced, each have survived and thrived, advancing their respective communities and cultural identities, making innumerable contributions to our region and country for the benefit of all; and

WHEREAS, Expo, including Hall A, is the site of the Portland Assembly Center, one of few remaining sites of incarceration of Japanese Americans in World War II and a site of national historic significance; and

WHEREAS, Metro has convened members of the urban Indigenous, Japanese American, and Vanport communities to identify these communities' preferences for how to meaningfully represent and memorialize these communities and their history at the Expo Center; and

WHEREAS, Metro's Tribal Affairs Program is providing support to consult and engage with interested sovereign Tribes with distinct connections to the Expo Center campus and surrounding area on approaches to meaningfully represent and memorialize the Tribes' histories and stories at the Expo Center; and

WHEREAS, Metro has investigated potential support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities for Expo and the land adjacent to the Columbia River; and

WHEREAS, the Metropolitan Exposition Recreation Commission adopted an identical resolution at its meeting on January 8, 2025; now therefore,

BE IT RESOLVED that the Metro Council

1. Recognizes the Portland Assembly Center, which included Hall A, as a site of national historic significance.
2. Accepts the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024, and directs staff to work with members of Impacted Communities to assess the feasibility of those recommendations and to develop a strategy to pursue implementation of the recommendations deemed feasible, and to report progress regularly to Metro Council.
3. Directs staff to commence a cultural resources assessment of the Expo property within 90 days of adoption of this resolution for the purpose of identifying existing and potential historic, cultural, archaeological, and architectural resources at the site.
4. Directs staff to develop cost estimates and to request funding in Metro's proposed FY25-26 budget for additional study and analysis of the Portland Assembly Center Hall A as described in the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024. The engineering study would assess Hall A's structural integrity, its capacity to stand independently, and the feasibility of serving uses other than as an exhibit hall and, where feasible, provide cost estimates for potential renovation or deconstruction. Within 180 days of availability of funding for the study, staff will commence the study and, once complete, present the study's findings.
5. Directs staff to commence community conversations within 90 days of completion of the engineering study of Hall A for the purpose of developing recommendations about potential use(s) of Hall A, or portions thereof, including use as a multi-use community/interpretive center as recommended by the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024.
6. Directs staff to develop cost estimates and request funding in Metro's proposed FY25-26 budget for development of the interpretive plan for representation and memorialization of histories and cultures connected to the Expo site as identified in *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024.
7. Directs staff to present a proposed governance structure and approach to community engagement for the development of the Expo Center interpretive plan, described in Action 6 above, within 180 days of adoption of this resolution. The approach must, at minimum, invite representatives of the urban Indigenous, Japanese American, and Vanport communities and Tribes to participate in the plan's development.

ADOPTED by the Metro Council this 9th day of January 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Expo Future Historical Significance and Memorialization Committee Recommendations Report

November 2024

TABLE OF CONTENTS

Acknowledgements.....	3
Expo Future Historical Significance & Memorialization Committee members	4
Staff and Consultant team members	5
Definitions and Terms Used Throughout the Report	6
Executive Summary.....	8
Introduction.....	10
Historical Context for Impacted Communities	11
Background information	14
HSMC’s role and process	14
Overview of engagement process	15
Recommendations.....	16
Art Recommendations	17
Buildings, Facilities, & Design Recommendations.....	17
Community Access Recommendations	18
Economic Development Opportunities Recommendations	19
Educational Programming & Stories Recommendations	20
Metro Accountability Recommendations.....	22
Natural Spaces Recommendations.....	23
Sports Recommendations.....	24
Appendices	25
Appendix A: Suggested Implementation Strategies	26
Appendix B: Compilation of Community Input	40
Urban Indigenous Community.....	40
Japanese American Community	46
Vanport Community	58
Expo Future Historical Significance & Memorialization Committee	62
Appendix C: Expo Future Project Guiding Principles	67
Appendix D: Expo Future Historical Significance & Memorialization Committee Values	68

ACKNOWLEDGEMENTS

The Expo Future Historical Significance & Memorialization Committee (HSMC) guided the community input process and drafted the resulting recommendations of how to represent and memorialize the histories and cultures associated with the Portland Expo Center site. Committee members volunteered their time, talent, insightful questions and thoughtful comments, with a generosity of spirit that set the tone for our work. We extend our heartfelt thanks to each and every committee member for their lasting and valuable contributions.

More than 140 members of urban Indigenous, Japanese American and Vanport communities generously shared their perspectives during interviews, virtual conversations, in-person workshops and online input. Partner organizations, including Epworth United Methodist Church, Japanese Ancestral Society of Oregon, Japanese American Museum of Oregon, Portland Japanese American Citizens League, Vanport Mosaic and others provided outreach to their respective communities and hosted many of the workshops. Formal and informal community ambassadors also provided outreach and encouraged community participation in this process. The HSMC and project staff gratefully acknowledge everyone who contributed to the process of developing these recommendations. We cannot thank you enough.

Metro staff similarly deserve our deepest appreciation. Handling such sensitive subject matter requires care, professionalism, and empathy, and we appreciate that these qualities appeared in every part of your work.

Last, we thank the consulting team of Start Consulting Group and Trash for Peace, whose focus on community voice and inclusion never wavered.

With gratitude,

Lynn Fuchigami-Parks and Ed Washington, Co-Chairs



HSMC co-chair Lynn Fuchigami-Parks



HSMC co-chair Ed Washington

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DEFINITIONS AND TERMS USED THROUGHOUT THE REPORT

The Historical Significance & Memorialization Committee utilizes the following definitions:

Campus: The entirety of the 53-acre Expo Center property, including its land and buildings. *See also: Site*

Expo Center: a Metro-owned 53-acre property in North Portland that includes five exhibition halls that total 333,000 square feet of indoor space, more than one million square feet of outdoor space, land along the Columbia River and 2,500 parking spaces. *See also: Campus and Site*

Historical Significance & Memorialization Committee (HSMC): A 14-member advisory committee who guided the process of developing recommendations to memorialize and represent the histories and cultures tied to the Expo Center. Committee members included volunteer representatives from the three communities connected to the Portland Expo Center (specifically urban Indigenous, Japanese American and Vanport communities) in addition to business leaders, Tribal and non-Tribal government representatives, representatives of partner organizations, and Metro staff.

Historically marginalized communities: Groups who have been denied access and/or suffered past institutional discrimination in the United States. The terms “historically marginalized” and “marginalized populations” describe groups of people that systems of power have excluded because of their age, race, class, abilities, ethnicity, gender, immigration status, or any other identity not represented by the dominant culture. Marginalizing people blocks them from rights, opportunities and resources to which those in the dominant culture have easy access.¹

Impacted Communities: Urban Indigenous, Japanese American, and Vanport communities, the three primary groups with significant historical ties to Expo Center and its surrounding land and water.

Japanese American Community: Japanese Americans, including people unjustly incarcerated at the Portland Assembly Center (now Expo Halls A, B and C) and later sent by the federal government to concentration camps or forced to move outside the established military zones during World War II.

Memorialization: The act of commemorating the past and preserving history. HSMC welcomes the preference articulated by urban Indigenous Community members that the actions of *memorialization* and *representation* must always appear together. This preference affirms that Indigenous Peoples have both a historical and continued presence today at the Expo Center. At the same time, urban Indigenous communities expressed the importance of capturing and honoring Indigenous connections to the land, river and area since the beginning of time, or time immemorial. The Japanese American and Vanport communities also expressed the feeling of

¹ Metro Inclusive Language Style Guide

historic and continued connection to the site. As a result, HSMC now refers to this work and recommended actions as *memorialization* and *representation*.

Representation: active inclusion of present-day voices and perspectives of Impacted Communities. Drawing on input from urban Indigenous communities, *representation* will always appear with *memorialization*. Use of both terms conveys that each community has history tied to the site, along with a vibrant present and future presence. HSMC now refers to this work and recommended actions as *memorialization* and *representation*.

Site: The entirety of the 53-acre Expo Center property, including its land and buildings. *See also: Campus*

Urban Indigenous Community: Indigenous People living in the urban greater Portland area who may also be affiliated with one or more Tribes. A large urban Native American population with an estimated 58,135 Native Americans, representing more than 380 Tribal affiliations, lives in Portland.² Sovereign Tribal Governments also hold distinctive connections to the site but are not included in this definition, although members of these Tribes who live in the greater Portland area may be included as part of the urban Indigenous Community. *See also: Tribes*

Vanport Community: A multi-racial, intersectional community and its descendants (including Black people, particularly African American, Japanese American, Indigenous, Mexican American, other Asian American and white working-class people) who lived in the City of Vanport at the time of the Vanport Flood and experienced displacement and loss in its aftermath.

Tribes: Federally recognized Tribes with distinct ancestral connections to the greater Portland area, including the Expo Center and surrounding area. Consultation and engagement with interested Tribes about the Expo Future project is occurring separately through a government-to-government approach coordinated by the Metro Tribal Affairs Program. Recommendations from tribal consultation will be summarized in a separate report to Metro.

² <https://www.oregonmetro.gov/news/roots-portlands-native-american-community>

EXECUTIVE SUMMARY

The Expo Future project is working to memorialize the historical and cultural significance of the Expo Center site and to redevelop the venue to provide much needed space for sports competitions that range from local and regional to national and international in scope. Metro's commitment to upholding the historic significance of the site led to the formation of the Historical Significance & Memorialization Committee in 2023. HSMC recommends that Expo's future include memorialization and representation of Impacted Communities: urban Indigenous, Japanese American and Vanport Communities, the three primary groups with significant historical ties to Expo Center and its surrounding land and water. Each community has a profound historic and ongoing connection to the Expo Center site. HSMC's recommendations reflect both the pain of their histories and the joy of and pride in their ongoing community presence. HSMC engaged directly with survivors, descendants and community members significantly connected to the site's history. The engagement process included virtual and in-person workshops, storytelling sessions, interviews, and online input, with more than 140 participants representing urban Indigenous, Japanese American, and Vanport Communities.

HSMC's recommendations derive directly from the aggregated input that was offered consistently by each community. Together the recommendations illuminate key themes expressed in the engagement process. Ideas and specific recommendations consistently mentioned by a single community or across communities appear in Appendix A: Recommendation Implementation Strategies.

HSMC's community-informed recommendations are organized into eight categories. Key recommendations include:

- **Art:** Create monumental, highly visible art installations and performances that reflect the histories and cultures of Impacted Communities. Community artists must be engaged in creating this artwork.
- **Buildings, Facilities & Design:** Use a community-centered design process for any new construction or renovation, particularly concerning Hall A, which holds deep historical significance as the location of Japanese American incarceration. Create a centrally located, multi-use community/interpretive center for cultural gatherings, healing and storytelling to celebrate Impacted Communities and Tribes' cultures and histories. Conduct additional analysis of and community discussion about Hall A to determine the feasibility of reuse or deconstruction and to reach agreement about what should be done with the hall. Use the languages of Impacted Communities to name physical features of the site.
- **Community Access:** Develop policies that provide low or no-cost access to the Expo Center for Impacted Communities to the extent feasible, including expanded opportunity for the Communities to host cultural events, sporting activities and other gatherings that celebrate these communities.

- **Economic Development Opportunities:** Create economic opportunities for Impacted Communities by prioritizing them for vendor, contractor and business development roles at the Expo Center. Develop a community benefit fund to support memorialization and representation projects and for grants or other activities for Impacted Communities, Tribes and historically marginalized communities.
- **Educational Programming & Stories:** Develop a long-term interpretive plan to identify programming and interpretation strategies that incorporate the histories of Impacted Communities throughout the Expo Center campus in multiple ways. Include sharing stories of forced removal, displacement, survivance and resilience. With urgency, identify and provide resources to record and preserve aging Elders' stories and histories from all Impacted Communities.
- **Metro Accountability:** Metro must continue to engage with Impacted Communities and Tribes and be transparent in its decision making as it develops plans to implement the recommendations. This transparency includes detailing strategies for creating inclusive, accessible programming designed to honor the histories of the Impacted Communities, fostering partnerships, ensuring that Impacted Communities benefit from the project's undertakings and affirming they will not be tokenized in memorialization and representation or in any sports development at the site. Some recommendations will require additional community input and analysis; all will require funding. Metro must explore all available funding sources in good faith and exhaust all potential options as it assesses the feasibility of each recommendation.
- **Natural Spaces:** Restore the site's ecological health by introducing native plants and leading with Indigenous land stewardship and stewardship principles. Create cultural gardens, interpretive trails, and gathering spaces, and ensure access between Expo and the Columbia River waterfront for Indigenous Peoples and members of other Impacted Communities. The space should support healing and reflection. Prioritize opportunities to return land to Indigenous Peoples and Tribes.
- **Sports:** Sports at the Expo Center can be used as a platform to share the histories of Impacted Communities by integrating culturally significant sports or sharing stories of how sports provided joy and resilience to Impacted Communities. To the extent feasible, equitable, low-barrier access to sports facilities for Impacted Communities should be readily available.

The Expo Future project presents Metro with a distinctive opportunity to create a lasting space for education, introspection and celebration. Opportunities abound to feature the historical and contemporary significance of the Expo Center site and land throughout the entire campus. Learning these histories should help visitors recognize recurrences of racism and harm in their contemporary lives and encourage them to resist such policies and practices.

INTRODUCTION

Indigenous People and Tribes, Japanese Americans and Vanport Flood survivors and descendants are distinctly and deeply connected to the land and buildings constituting the 53-acre site of Metro's Portland Expo Center and its water and surrounding areas. Their experiences reflect historical trauma, but they also manifest resilience, pride, and even joy in their ongoing relationship to the site. These are the stories we must tell on the Expo Center campus.

Indigenous Peoples and Tribes have inhabited the lands now known as the greater Portland area since time immemorial. Colonization of the region by Euro-Americans in the nineteenth century brought to Indigenous Nations new trade and global interconnections, but also disease and violence. This colonization culminated in the formalization of policies designed to displace, assimilate, or exterminate Indigenous Peoples.

During World War II, the American government, with support from local authorities, forcibly removed Japanese Americans from their homes. Nearly 4,000 Japanese Americans were unjustly incarcerated at what is now the Expo Center site.

In 1948 the Vanport Flood obliterated the multi-racial City of Vanport—constructed by Kaiser Shipyards to house thousands of wartime workers, including many Black people and other people of color. The flood took lives as well as homes, leaving families devastated and in need of support.

The stories of these communities, unfortunately, remain only minimally memorialized and represented. A small plaque in the lobby of Hall A marks the incarceration of Japanese Americans. A few artifacts in Hall E reflect life in nearby Vanport. Expo Center staff have supported organizations representing Impacted Communities where possible. *Voices of Remembrance*, a public art installation at the TriMet Expo Center MAX station, commemorates the incarceration of Japanese Americans, but has been temporarily removed by TriMet for restoration. Reminders or markers of Indigenous Peoples' longstanding relationship with the land and the river are wholly missing.

The committee's recommendations broadly provide opportunities for members of the urban Indigenous, Japanese American and Vanport Communities and Tribes to reconnect with the land and nearby water, bringing opportunities for healing and restoration.

Metro's Tribal Affairs Program consults and engages with sovereign Tribes who hold ancestral connections to the greater Portland area. The Tribes have expressed desire to work with Metro to protect and enhance all the areas under its supervision, including the Expo campus. It is accordingly imperative to consult with Tribes through the Tribal Affairs Program as this project continues; the Tribal Affairs Program plans additional conversations and consultation with Tribes about Expo Future in 2025. The inclusion of "Tribes" throughout indicates areas for future consultation and collaboration and does not reflect the formal input of Tribes in the preparation

of this report. Metro's Tribal Affairs Program will bring forward separate recommendations to also be utilized by Metro in its future actions and endeavors at the site.

HISTORICAL CONTEXT FOR IMPACTED COMMUNITIES

Note to the reader

The information in this section is intended to provide context about those identified as Impacted Communities in the Expo Future Project. You are encouraged to research and learn more about these groups' long, complex histories in the region, including the ways federal, state and local government policies and racism led to discrimination and harm inflicted on them. Organizations represented on the HSMC, including the [Japanese American Museum of Oregon \(JAMO\)](#), [Oregon Historical Society \(OHS\)](#) and [Vanport Mosaic](#), offer excellent resources.

The phrase "Impacted Communities" is used in this report to refer specifically to urban Indigenous, Japanese American and Vanport Communities and their descendants.

Racial discrimination, segregation, settler colonialism, xenophobia, forced removal, forced displacement and institutional racism harmed Impacted Communities connected to the Expo Center site. Governmental policies and actions culminated in the forced removal and displacement of each group. Despite these harms, Indigenous, Japanese American and Vanport communities continue to maintain their connections to the site.

Indigenous Peoples

Indigenous Peoples, Tribes and bands have lived in this region since time immemorial. The lands now known as the greater Portland metropolitan area are part of the aboriginal homelands, traditional use areas and trade networks of numerous Tribes. For millennia, Indigenous Peoples resided throughout the Willamette Valley and along the Willamette and Columbia Rivers and their tributaries in traditional villages, permanent communities and seasonal encampments. The Tribes and their communities stewarded the land, fished and hunted and gathered food, fibers and medicines. They had deeply complex societies, with thousands of years of accumulated knowledge that aided their reciprocal stewardship and care for the land and its resources. The first Euro-Americans to travel the area enjoyed hospitality in the long cedar houses of populous, permanent Chinookan villages on both sides of the Lower Columbia. Euro-American traders, trappers and later settlers profited from these cherished resources and lands; they also severely interrupted Indigenous People's livelihoods and culture, as they brought disease, violence, and white supremacist genocidal policies to the region. Across multiple communities and Tribal confederations, the survivors of these policies prevailed, and continue to act as sovereign Tribal Nations maintaining their care for these homelands.

An estimated 58,135 Native Americans, representing more than 380 Tribal affiliations, comprise the Urban Indigenous Community in greater Portland.³ Indigenous People make their homes in Portland by choice but also as a result of mid-twentieth-century policies that terminated the federal government's recognition of Western Oregon Tribes and spurred assimilation of Tribes broadly through relocation to urban areas. Today, the Urban Indigenous Community and Tribes continue cultural and traditional practices and ways of life, maintaining connection to the land and rivers and important First Foods such as salmon and wapato once abundant on the Expo landscape.

Japanese Americans

When the United States entered World War II, Executive Order 9066 authorized the military to exclude people of Japanese ancestry, including U.S. citizens, all of whom were required to register and report for incarceration. Japanese Americans were incarcerated at the Pacific International Livestock Association (now the Expo Center) and other facilities/locations across the U.S. The federal government converted the Association's livestock exhibition halls (now known as Halls A, B and C) and accompanying lands into a makeshift detention camp known as the Portland Assembly Center. Threatened by armed military and barbed wire, nearly 4,000 Japanese Americans from Oregon and Washington, including children, lived en masse with the stench of animal manure, flies and extreme temperatures from May to September of 1942. They were then transferred to remote concentration camps throughout the US. The United States government robbed more than 120,000 people of Japanese ancestry of their homes, livelihoods, friends, belongings and dignity. Although most were U.S. citizens and many served in the military during World War II, they and other Japanese Americans were greatly impacted by these racist acts perpetrated by the government.

The United States government formally apologized to Japanese Americans in 1988 with the signing of the Civil Liberties Act after a congressional commission report found the incarceration was due to "race prejudice, war hysteria and a failure of political leadership." The indignity, dispossession, and violation of civil rights due to the World War II incarceration reverberates in the Japanese American Community today as its members continue to struggle with intergenerational trauma.

Vanport Community

The City of Vanport began as thousands of Black, Chinese American, Indigenous, Mexican American, and low-income white communities relocated to Oregon for wartime job opportunities. The Housing Authority of Portland's racist policies and attitudes did little to accommodate this diverse population influx. Accordingly, Henry Kaiser's Oregon Shipbuilding Corporation constructed 10,014 housing units in 110 days on diked marshland north of Portland, calling the city Vanport.

³<https://www.oregonmetro.gov/news/roots-portlands-native-american-community>

Vanport became “the nation’s largest wartime housing development, a site for social innovation, a lightning rod for racial prejudice, and the scene of one of Oregon’s major disasters.”⁴ It offered housing, racially integrated schools with Black teachers, childcare, community centers and other amenities. At its peak, 40,000 residents lived in Vanport. An estimated 25 to 40 percent were Black, making Vanport the largest Black settlement in Oregon. Approximately 900 Japanese Americans also settled in Vanport as they returned from incarceration and faced with continued discrimination.

On Memorial Day, 1948, Vanport flooded when a nearby railroad dike failed. The city was destroyed and 15 people died in the flood. All 18,500 residents were displaced ⁵, including 6,300 Black residents.⁶ Despite government reassurance that the dikes around Vanport would hold, the Vanport Flood destroyed the entire city within a day.

When survivors sought housing in Portland after the flood, they faced ongoing segregation, redlining and racist policies of the Housing Authority of Portland. This was especially true for African Americans, who could only seek limited housing in segregated Black neighborhoods of North and Northeast Portland. More than 50 years later the Housing Authority’s successor, Home Forward, apologized for “its racism and negligence in its management of Vanport and its poor treatment of African Americans in the flood’s wake.”⁷ The reverberations of the Vanport Flood are still felt today by greater Portland’s Black community and members of other communities who survived the disaster.

Throughout HSMC’s engagement process, many members of the Impacted Communities insisted that these stories be shared so that others can understand and resist similar harms today and in the future. Community members further emphasized that Metro’s representation of these histories must include the breadth of communities’ histories and experiences, which encompasses far more than the injustices done to them. The HSMC affirms the importance of creating spaces and opportunities to connect with history and culture of the site and its surrounding land and water.

⁴ <https://www.oregonencyclopedia.org/articles/vanport/>

⁵ <https://www.oregonhistoryproject.org/articles/essays/the-vanport-flood/>

⁶ Geiling, N. (2015, February18). How Oregon’s Second Largest City Vanished in a Day. *Smithsonian Magazine*. <https://www.smithsonianmag.com/history/vanport-oregon-how-countrys-largest-housing-project-vanished-day-180954040/>

⁷ <https://projects.oregonlive.com/publishing-prejudice/flooded-forgotten>

BACKGROUND INFORMATION

HSMC's role and process

In February 2023, Metro Council and the Metropolitan Exposition Recreation Commission unanimously supported the Expo Future project, whose two primary objectives are to

1. Recognize Expo Center's Hall A as a site of national historical significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.
2. Leverage Oregon's status as an international powerhouse in the sport and outdoor industry and pivot Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

Since its inception, HSMC's primary efforts have focused on a) learning more about each Impacted Community's history and connections to Expo, b) framing the community engagement process, and c) developing recommendations to equitably and impactfully honor the historical and contemporary significance of the Expo Center and surrounding areas. These recommendations are rooted in feedback from communities that are connected to or have been impacted by the Expo Center site and include strategies on how to strengthen the connection of Impacted Communities to the land, water and Expo Center campus.

To support HSMC's work, Metro retained Milwaukie, Oregon-based Start Consulting Group, which specializes in equitable and culturally inclusive engagements. Start Consulting Group partnered with Trash for Peace, a local nonprofit organization that has developed the gold standard of culturally competent engagement and community design systems rooted in equity and inclusion. Start Consulting Group began working with HSMC in December 2023, helping committee members define and implement community engagement strategies and develop its recommendations.

The consultant team worked cooperatively with HSMC to develop strategies to engage members of Impacted Communities in the memorialization and representation process. These strategies included a series of virtual discussions, interviews and in-person workshops, each of which was tailored to specific Impacted Communities. Many HSMC members served as ambassadors and connections to community members in the engagement process.

HSMC offers 46 recommendations to honor the historical and contemporary significance of the Expo Center campus, along with their respective implementation strategies. The goal is to honor the past and present experiences of Impacted Communities, to create access and opportunities to facilitate reconciliation and to provide opportunities to engage with visitors on the site.

Overview of engagement process

Following HSMC's approval of the engagement process, staff and consultants extended approximately 200 invitations to representatives of the three Impacted Communities. Metro's Tribal Liaison provided guidance on culturally appropriate engagement with the Urban Indigenous Community. The consultants conducted individual interviews, virtual workshops and in-person workshops with 37 participants from the Japanese American Community, 16 participants from the Vanport Community and 30 participants from the Urban Indigenous Community. Participants included survivors of the Portland Assembly Center and Vanport Flood and their descendants. Metro also gathered 34 online responses from those unable to attend these sessions.

Virtual Workshops: HSMC sponsored virtual workshops for the three Impacted Community groups, each consisting of up to 12 participants. This expansive process allowed for in-depth discussion and feedback gathering. Metro staff shared the overview of the Expo Future Project and the importance of memorialization and representation of Impacted Communities. Impacted Community members who participated shared their values and connections to the site. Participants shared recommendations that are interwoven in HSMC's recommendations.

In-Person Workshops: Three in-person workshops took place in July, August and September. Each workshop presented visuals and activities specific to each Impacted Community. Metro staff provided an overview of the Expo Future project, then HSMC and Impacted Community Ambassadors described the importance of honoring and giving representation to the Impacted Communities. Workshop activities included mapping "The Expo Future We Want," review of community-specific memorialization and representation examples, and opportunities for participants to share their ideas in small group discussions.

Interviews: Virtual and in-person individual and small group interviews provided another way for Impacted Community members to participate. Interviewees shared their understanding of the historical significance of the Expo Center site, their personal stories and connections, and specific recommendations.

Following workshops and interviews, Start Consulting compiled and presented all community engagement data and input to HSMC for members to use in development of their final recommendations. Start also completed an initial draft of this report, which was later refined by HSMC.

Community input provided the foundation for HSMC's recommendations. These recommendations aggregate and highlight key themes and suggestions. HSMC also captured ideas or specific recommendations proposed by one or more communities for further consideration. These can be viewed in Appendix A: Recommendation Implementation Strategies.

RECOMMENDATIONS

During the process described above, HSMC developed for Metro's consideration recommendations to honor the historical and contemporary significance of the Expo Center site and land, stewarded by Metro, through appropriate memorialization and representation strategies. These recommendations stem from the vision of HSMC members, combined with input gathered from Impacted Communities through direct engagement. The following recommendations are not presented in order of priority. Each recommendation holds its own merit and is equally endorsed by HSMC. The recommendations are straightforward, and the following points should be considered respectively as they are reviewed:

- **Memorialization and Representation:** urban Indigenous participants expressed concerns about the word "memorialization," which can suggest a sense of remembering the past or honoring people and events that no longer exist. The group strongly advocated pairing "memorialization" with "representation" to show Indigenous Peoples are acknowledged as living, thriving communities today. As one participant noted, "representation is a perfectly good word that does not make it sound like [Indigenous People] are extinct." "Memorialization" alone can support the past harms and structures of erasure of Indigenous People.⁸ Throughout the recommendations, references to "memorialization" therefore are consistently paired with "representation" (except where specific to HSMC's committee name) to reflect this perspective.
- **Funding and Feasibility:** HSMC recognizes that some recommendations will require additional community input, analysis, and planning and that Metro must identify funding sources and determine the precise feasibility of each recommendation. It asks Metro to explore all such funding sources in good faith and to exhaust all potential options as it assesses the feasibility of each recommendation.
- **Community-Specific Recommendations:** Impacted Communities share a variety of recommendations tailored to their specific needs, while some recommendations tie directly to specific communities. Given that recommendations are not mutually exclusive, however, it should be assumed that any of them can be relevant to all groups.
- **Collaboration with Other Agencies:** Some of the feedback received relates to land and facilities owned by other government entities. HSMC encourages Metro to collaborate with these agencies to honor the histories of Impacted Communities and, where possible, work towards meeting the shared recommendations.

The 46 recommendations from HSMC and informed by members of Impacted Communities are presented in eight major categories: Art; Buildings, Facilities, & Design; Community Access; Economic Development Opportunities; Educational Programming & Stories; Metro Accountability; Natural Spaces; and Sports.

⁸ <https://www.grandronde.org/press-media/press/indigenous-peoples-in-oregon-and-beyond-are-decolonizing-maps/>

Art Recommendations

Art holds a culturally crucial power to tell stories, celebrate culture, and create a sense of community. Art that represents each individual Impacted Community, or Impacted Communities collectively, can thereby honor the people and histories.

- A. Create spaces at existing and new Expo Center facilities for performing arts and for display of a variety of flexible and permanent artworks that convey the histories and cultures of the Impacted Communities. Artwork at the site must be free and available to view whenever possible.
- B. Convey histories and cultural memory through a variety of monumental, engaging artistic media and other activities throughout the campus, both indoors and outdoors. Metro should learn from each Impacted Community and Tribes what art means to them, and publicly demonstrate that in its art installations. Impacted Community members and Tribes must be engaged in the selection, development, curation and/or performance of art at the site. Both temporary and permanent monumental artwork must be evident throughout the campus and connect with other interpretation materials and installations across the site.
- C. Develop an interpretive framework to coordinate art and its interpretation.

Buildings, Facilities, & Design Recommendations

The Expo Future Project provides an opportunity for Metro to honor the diverse histories of Impacted Communities and Tribes while constructing a permanent space that is welcoming, sustainable and accessible. A recurring theme throughout engagement was the desire to achieve space for healing and gathering for Impacted Communities and ultimately to build a dedicated space for celebration. Anyone who visits the Expo Center should immediately recognize the historical significance of the campus and surrounding land.

- A. Use a community-centered design process for building preservation, restoration, renovations or new construction. Involve Impacted Community members in the design and planning process and hire designers and contractors from Impacted Communities.
- B. Memorialization and representation features must be prominently distributed and highly visible throughout the site, rather than concentrated in one area or structure.
- C. Create a multi-use community/interpretive center for Impacted Communities to celebrate diverse cultures and histories, to recognize the resiliency, strength and perseverance of the Impacted Communities, and to have a place where these communities' members "have a place to belong." This center could occupy a new structure or be placed within Hall A to accommodate celebrations, events, large community gatherings, arts, storytelling, presentations, cultural practices, entrepreneurship and similar activities. Impacted Communities should be given preferential access that is routine, affordable, predictable

and frequent, while being a place for healing and connection. The space should be centrally located and visible on the campus and of a minimum size and configuration to support the functions and activities identified here and in the planning process. Impacted Community members should be closely engaged in the design and development of the space.

- D. Hold additional community conversations, engagement and fact-gathering to inform and determine what should be done with Hall A. Input and opinions about what to do with Halls A, B and C varied widely. Additional data and intersectional conversations among members of Impacted Communities may provide stronger agreement about potential uses and actions for the structure. Seek professional assessment of the structure's condition and cost estimates for potential renovation, preservation and deconstruction for potential use as the envisioned community center described above. Share this information with Impacted Communities and seek agreement about future actions, uses, operations and maintenance for Hall A, including uses for the site and its materials consistent with their historic importance. Prioritize transparency and healing in the decision-making process regarding Hall A so decisions do not cause additional harm.
- E. Work with Urban Indigenous Community members and Tribes to determine best use of the portion of the Expo site next to the Columbia River. *See also: Natural Spaces recommendations.*
- F. Incorporate each Impacted Community's cultural aesthetics into facility design, along with design elements that celebrate the Impacted Communities, the land and the water. Design new structures that blend with and reflect the land and water of the site.
- G. Use names and languages specific to Impacted Communities throughout the Expo Center, including naming physical features (lands, roads, walkways, buildings, etc.) and in art. Utilize communities' languages in naming and interpretation.
- H. Emphasize sustainability (a project guiding principle) during redevelopment by, for example, sourcing materials primarily/exclusively from the Pacific Northwest and repurposing any deconstructed materials from the site.

Community Access Recommendations

Engagement participants and HSMC members emphasized the importance of making the Expo Center more accessible to Impacted Communities and other communities at low or no cost, to the extent feasible, by developing policies that offer subsidized or free access to campus spaces.

- A. Work with Impacted Communities to design spaces for community events, workshops, gatherings and learning/education that support engagement and empowerment of Impacted Communities. *See also: Buildings recommendation C.*
- B. Work toward a subsidized, free or low-cost community access program to the extent feasible for cultural, community, and history-related events and other appropriate Expo

Center events. This is imperative with events held for or by Impacted Communities and should include updating scheduling and booking policies to improve community access. This framework should create accessibility, identify eligible community groups/populations and types of access (facility rental and event admissions). It should also be analogous to discount pricing structures offered at other Metro facilities. A community advisory committee or program, similar to the Oregon Zoo's Community Access Program, should inform this framework, further define who is eligible to receive this economic benefit and provide guidance on ways to support Impacted Community access to the site. The committee may provide recommendations to Metro staff, and staff should explore potential sources necessary to offset proposed subsidies and/or fee reductions.

- C. Expo Center Future Guiding Principles and values should be upheld and built into Expo Center scheduling policies. *See also: Appendix D*

Economic Development Opportunities Recommendations⁹

To create a more inclusive and equitable future for the Expo Center, it is essential to provide meaningful economic opportunities for communities historically connected to and impacted by the site. The following recommendations focus on wealth-building, business development, and workforce training, with an emphasis on prioritizing those directly affected by or connected to the site's history. These initiatives aim to ensure that Impacted Communities, including Indigenous Peoples, Japanese Americans, Vanport-impacted families and others, have access to long-term opportunities that promote economic empowerment and cultural representation. Additionally, the recommendations propose strategies to support arts, culture, and memorialization and representation projects through sustainable funding mechanisms.

- A. Where permitted by law, create and publicize new policies to support ongoing wealth-building opportunities for Impacted Communities at Expo. Such opportunities may include allowing cultural marketplaces, food catering and concessions sales, and business development services to support Impacted Community groups. When developing these policies, work with Impacted Communities to further define who is eligible to participate in these opportunities.
- B. Where permitted by law, ensure that members of Impacted Communities receive priority selection for employment and contract opportunities at Expo (such as

⁹ HSMC acknowledges the concerns expressed by the Urban Indigenous Community that economic development opportunities differ among cultures and communities above and beyond monetary or job opportunities. Health, restoration and wellness of the land and the well-being of family and community also signify wealth for Indigenous Peoples. Urban Indigenous Community also voiced concerns regarding recommendations for natural resources restoration, which could be inequitably implemented.

construction/maintenance, arts, design, and vending), followed by COBID-certified firms, members of other marginalized communities, then the general public.

- C. Develop a community benefit fund to support wealth-building, arts and culture programming, and educational activities at Expo Center for Impacted Communities, Tribes and historically marginalized communities. Direct a portion of the fund to memorialization and representation projects, which should include their maintenance and operation, and a portion to grants or other activities at Expo Center. Potential funding sources could include an Expo Center parking surcharge, ticket/rental fee surcharge, grant funding or sponsorships. Specific uses of these funds, consistent with this recommendation, and governance of the fund will need to be defined during the fund's development. This fund should be developed and governed by a committee of members of Impacted Communities with support of Metro staff. *See also: Arts, Community Access, and Educational Programming recommendations.*
- D. Develop business and youth workforce training/development opportunities at the Expo Center with an emphasis on opportunities for businesses and youth from Impacted Communities.

Educational Programming & Stories Recommendations

"They should have something [memorialization] around Vanport, it's a sacred area. Let the people know what happened at Vanport. Tell the truth about how many people died in the flood."

-Vanport community engagement participant

Stories and histories must be built into the Expo Center campus to reflect the full breadth of its historical and contemporary significance. The following recommendations focus on creating educational and interpretive opportunities that honor the resilience and rich cultural heritage of Indigenous Peoples, Japanese Americans and Vanport residents and descendants. Metro hopes that by prioritizing these narratives, the Expo Center can become a place of healing, education, and reflection, where visitors can engage with the power of place and the ongoing connection between the land and the people. These recommendations aim fully to tell American and Portland history, emphasizing multicultural and

intersectional perspectives, while ensuring that the past's hard truths are told for the purpose of healing and preventing future harm.

- A. Develop a long-term interpretive plan to identify programming and interpretation strategies that tell the stories of all Impacted Communities and includes relevant HSMC recommendations. The interpretive plan should take a comprehensive approach to telling the site's many histories, stories and people's inextricable connection to this place despite

forced removals. Stories of Impacted Communities must be given priority in the development of the plan. Engage members of Impacted Communities in the development, ongoing evaluation and revision(s) of the plan.

- B. Integrate the histories and stories of the site and the land Metro stewards throughout the campus. Presentation of the histories and cultures of Impacted Communities and Tribes should be immersive, experiential, and multisensory.
- C. Develop educational resources to share the Impacted Communities' histories and cultures connected to the site by working with professional educators and community organizations from Impacted Communities.
- D. Identify and provide urgently needed resources for Impacted Communities to preserve stories of survivors, families, and others impacted before venerable Elders are lost. Resources could include funding, personnel, and guidance for Impacted Communities to record their own family history and story at the Expo Center. These oral histories should not be collected by Metro, but rather should be collected by community groups like Vanport Mosaic and the Oregon Historical Society and should then be shared publicly but only with written permission of the Elders/storytellers from Impacted Communities and their families.
- E. Highlight stories of sports and recreation within Impacted Communities in programming and storytelling at Expo Center. *See also: Sports recommendations.*
- F. Use educational opportunities to encourage Expo guests to engage with history, connect the past to the present and future and highlight intersectionality among Impacted Communities.
- G. Make certain that the interpretive plan recognizes that these histories of forced displacement are not outliers, but rather typify American history, which, from the inception of colonization, included many racist and xenophobic forms of displacement. This interpretive plan should be multilayered and multicultural and should recognize the great achievements of people from Impacted Communities who represent their communities in civic roles and continue to care for the land and water. Finally, we must honor the civic rights of all people.
- H. All educational programming needs to tell hard truths with the purpose of healing and ensuring the past harms at the site do not happen again. Education must include how greed, racism, fear, colonialism and capitalism guided government decision-making and caused harm to Impacted Communities. The stories should strive to make the invisible visible while highlighting the strength, joy, pride, resilience and abundance of Impacted Communities.
- I. Expo Center infrastructure should support technology-based interpretive strategies throughout the campus.

Metro Accountability Recommendations

For as long as Metro owns and manages the Expo Center site, including the land and natural resources it stewards there, Metro remains morally and publicly accountable to the communities who suffered injustices there at the site. To fulfill this responsibility, it is not sufficient to tell the stories of those who have been historically displaced and marginalized; Metro must also prioritize those people and their descendants in the design and decision processes.

The following recommendations detail strategies for creating inclusive, accessible programming designed to honor the histories of Impacted Communities. By amplifying their voices and experiences, Metro can ensure that the Expo Center becomes a place where the past is acknowledged, the present is enriched and the future is shaped by resilience and representation. These efforts are intended to foster healing, education and a deeper understanding of the land's cultural and historical significance, while challenging and reshaping dominant narratives about Portland and American history.

- A. Provide regular and ongoing communications and community engagement in advance of and after major decision points to ensure community-centered design throughout the next phase of the planning process and beyond.
- B. Create an ongoing project governance committee with representation from Impacted Communities that works in partnership with Metro to advise and provide oversight to memorialization and representation and to ensure these goals and recommendations are being met.
- C. Work collaboratively with Impacted Communities to honor their experiences, concerns and valued principles by taking direction and listening.
- D. Partner and collaborate with Impacted Communities to honor and uplift the histories of the site without tokenizing or otherwise exploiting communities for Metro's commercial or financial benefit.
- E. Create organizational agreements between Metro and partnering organizations or communities to provide certain rights/access to the use the space at the Expo Center or other Metro property. *See also: Community Access recommendations.*
- F. Provide Expo Center staff with ongoing cultural competency training and education about the site's varied histories.
- G. Avoid fostering lateral oppression by siloing Impacted Communities in engagement or other areas as the project moves forward. Create space for stories, learning and connection across communities.
- H. Transparently communicate the process Metro will use to make decisions about these recommendations. This should include a communication plan shared with all Impacted Communities that details how to achieve a balance between memorialization and

"Recognition is not representation."

representation of the three primary Impacted Communities, Tribes and partners and how efforts to educate about the historical and cultural significance of the site will be funded.

- I. Ensure that Native community and Indigenous connection to place are given the appropriate acknowledgement/representation in this project. *See also: Natural Spaces recommendations.*
- J. Where feasible, incorporate HSMC recommendations into the next phase(s) of the Expo Future project. If recommendations cannot be fully delivered at the Expo Center, Metro should provide reasoning and communicate why that is not possible and/or what alternatives it is considering. Metro should consider additional input from the Impacted Community members when deciding an alternative. Metro should leverage partnerships to implement community desires and seek to implement community desires in other Metro spaces or programs when not possible at the Expo Center.
- K. The Committee recognizes that some recommendations will require additional community input, analysis and planning and that Metro will need to identify funding sources and determine feasibility of each recommendation. It asks Metro to explore all available funding sources in good faith and exhaust all potential options as it assesses the feasibility of each recommendation.

Natural Spaces Recommendations

To truly honor the history and cultural significance of the Expo Center and the land it occupies, it is crucial to prioritize Indigenous stewardship and ecological restoration of the land at the Expo Center. These recommendations emphasize sustainable stewardship, climate resilience and the reconnection of communities to the land and water, with Indigenous input leading the way. By integrating native plants, cultural gardens, accessible trails and connections to the Columbia River, these efforts aim to restore the landscape's ecological health while also providing opportunities for Indigenous Peoples, Tribes and Impacted Communities to reestablish their deep and sustainable connections to the site.

- A. Explore and prioritize immediate and long-term viable opportunities to return land to Indigenous Peoples and Tribes. Return land stewardship and availability of First Foods safe for human consumption to Indigenous Peoples at the Expo Center campus and across Metro's properties. *See also: Metro Accountability recommendations.*
- B. Prioritize sustainable and climate-friendly stewardship of the site and the site's ecology. Restore and heal the land through a process that culminates in healthy water, soil, plants, and bioswales, starting with Indigenous input and priorities while providing opportunities for Indigenous People to lead stewardship at the campus. Restore plants that are native to the region to restore the environment, support reflection and healing, and allow future generations to remember what the area looked like before colonization.

- C. Collaborate with Impacted Communities to create centrally located and culturally appropriate natural spaces, outdoor gardens, art installations, and other gathering spaces, to support gatherings, events, learning, healing, reflection and interpretation. Work to provide access to restored landscape, garden and outdoor gathering spaces in a manner that will be open and free of admission fees to the extent possible. Design of these spaces should be led by Impacted Communities and partners.
- D. Establish trails to create access and connection to nature, trees, water and elevated viewsheds of neighboring wetlands and beyond the campus itself that activate the full campus and draw visitors to learning opportunities and outdoor art. Incorporate wayside interpretation to create a self-guided experience of the site's past, present and future.
- E. Restore the connection between the main Expo Center site and the Columbia River waterfront with a pedestrian crossing or bridge across Marine Drive to connect the Expo Center to the Regional Trail Network and provide water access for community-specific uses, particularly for Urban Indigenous Community members and Tribes.

Sports Recommendations

Sport has the power to change the world. It has the power to inspire. It has the power to unite people in a way that little else does. It speaks to youth in a language they understand. Sport can create hope where once there was only despair. It is more powerful than governments in breaking down racial barriers. It laughs in the face of all types of discrimination.

- *Nelson Mandela*

Impacted Communities and HSMC members emphasized that Sports has played a significant role in the histories of the Impacted Communities. Their recommendations converge with the Expo Center's potential future sports-related uses and, importantly, highlight the deep connections these communities have to sports. Sports and playing games provided a sense of normalcy and an escape from the monotony of incarceration for Japanese Americans. Indigenous Peoples invented lacrosse, and residents of Vanport recalled the pleasure and sense of belonging that playing sports brought to their everyday lives.

- A. Stories about Impacted Communities should be visible at Expo Center events and facilities. Stories can reveal the intersection of sports with Impacted Communities. *See also: Educational Programming recommendations*
- B. Establish a framework to provide community benefit by providing Impacted Communities with preferential access to the Expo Center's sports facilities such as offering low barrier sport opportunities.
- C. Integrate the sports played by Impacted Communities into facility design and events at Expo.

APPENDICES

Summary of appendices:

- Appendix A: Suggested Implementation Strategies
- Appendix B: Compilation of Community input
- Appendix C: Expo Future Project Guiding Principles
- Appendix D: Expo Future Historical Significance & Memorialization Committee Values

Appendix A: Suggested Implementation Strategies

During the Expo Future community engagement process, participants offered multiple general and specific ideas for ways to represent and memorialize the histories and cultures associated with the Expo Center site. Many of those ideas were offered repeatedly and are represented in the HSMC’s recommendations. Other suggestions were specific to a particular community or offered a specific strategy for implementing a recommendation. Those specific strategies are captured here.

The following implementation strategies provide additional context and potential guidance for how to implement the recommendations. Implementation strategies are shown with the corresponding HSMC recommendation. Not all HSMC recommendations have implementation strategies. Most strategies come from direct community input with edits made for clarity only.

The following considerations should be given as the strategies are reviewed:

- Some recommendations include built-in implementation strategies and are listed as standalone recommendations.
- Certain implementation strategies may appear across multiple recommendations and categories due to their broad applicability and relevance to various goals.
- Not all implementation strategies apply to every Impacted Community. Further engagement is encouraged.

Art	
HSMC Recommendations	Suggested Implementation Strategies
A. Create spaces at existing and new Expo Center facilities for performing arts and for display of a variety of flexible and permanent artworks that convey the histories and cultures of the Impacted Communities. Artwork at the site must be free and available to view whenever possible.	Engage with each Impacted Community and Tribes to understand what “art” means to each and be as inclusive as possible of those art forms.
	All art installations and artistic performances that represent Impacted Communities’ history and culture should be “for us, by us,” i.e., selected and developed or performed by members of Impacted Communities.
	Provide interpretative materials so that people can learn about and understand the art and the artists behind it. Include a cumulative “catalog” of performances that have occurred on site to offer insights into the history of the site and the history of performances at the site.
	Integrate/offer musical performances at tournaments and other events to highlight Impacted Communities’ cultures.
B. Convey histories and cultural memory through a variety of monumental, engaging artistic media and other activities throughout	Create a designated artist fund to support artists to create, exhibit, perform, and teach at the Expo Center.

<p>the campus, both indoors and outdoors. Metro should learn from each Impacted Community and Tribes what art means to them, and publicly demonstrate that in its art installations. Impacted Community members and Tribes must be engaged in the selection, development, curation and/or performance of art at the site. Both temporary and permanent monumental artwork must be evident throughout the campus and connect with other interpretation materials and installations across the site.</p>	<p>Host an ongoing artist in residence program as a way of teaching art, skills, and culture.</p>
	<p>Include space for artists to work, exhibit, meet, and perform, in addition to a recording studio for capturing history and musical artists.</p>
	<p>Include gallery space for artists in residence or those using the studio space.</p>
<p>C. Develop an interpretive framework to coordinate art and its interpretation.</p>	

Buildings, Facilities & Design	
HSMC Recommendations	Community-Suggested Implementation Strategies
<p>A. Use a community-centered design process in building preservation, restoration, renovations or new construction. Involve Impacted Community members in the design and planning process and hire designers and contractors from Impacted Communities.</p>	
<p>B. Memorialization and representation features must be prominently distributed and highly visible throughout the site, rather than concentrated in one area or structure.</p>	<p>Have a common thread throughout the campus that ties back to memorialization and representation (e.g., as visitors traverse into different buildings, they are connected back to Hall A).</p>
	<p>Reflect or exhibit history of the site at Expo Center entry points (e.g., Torii Gate or include highly visible markers such as an archway that visitors walk through or install three main “gates” representing the three Impacted Communities that is highly visible as visitors drive onto or enter the campus).</p>
<p>C. Create a multi-use community/interpretive center for Impacted Communities to celebrate diverse cultures and histories, to recognize the resiliency, strength and perseverance of the Impacted Communities, and to have a place where these communities’ members “have a place to belong.” This center could occupy a new structure or be placed within Hall A to accommodate celebrations, events,</p>	<p>Build a Long House with a Native curator/steward for the site for Indigenous Peoples to gather.</p>
	<p>Include multi-use spaces with an auditorium and space for celebrations and events.</p>
	<p>Include a shared commercial kitchen and freezer/refrigeration space for Impacted Community vendors to sell culturally specific foods to sports complex attendees and events.</p>

large community gatherings, arts, storytelling, presentations, cultural practices, entrepreneurship and similar activities. Impacted Communities should be given preferential access that is routine, affordable, predictable and frequent, while being a place for healing and connection. The space should be centrally located and visible on the campus and of a minimum size and configuration to support the functions and activities identified here and in the planning process. Impacted Community members should be closely engaged in the design and development of the space.	Include space for a performing arts center for storytelling music, drama, dance, photos, and audio presentations. <i>(See Arts recommendations)</i>
D. Hold additional community conversations, engagement and fact-gathering to inform and determine what should be done with Hall A. Input and opinions about what to do with Halls A, B and C varied widely. Additional data and intersectional conversations among members of Impacted Communities may provide stronger agreement about potential uses and actions for the structure. Seek professional assessment of the structure's condition and cost estimates for potential renovation, preservation and deconstruction for potential use as the envisioned community center described above. Share this information with Impacted Communities and seek agreement about future actions, uses, operations and maintenance for Hall A, including uses for the site and its materials consistent with their historic importance. Prioritize transparency and healing in the decision-making process regarding Hall A so decisions do not cause additional harm.	
E. Work with Urban Indigenous Community members and Tribes to determine best use of the portion of the Expo site next to the Columbia River. <i>See also: Natural Spaces recommendations.</i>	
F. Incorporate each Impacted Community's cultural aesthetics into facility design, along with design elements that celebrate the Impacted Communities, the land and the	Include the cultural aesthetics from each Impacted Community.
	Consider a children's playground and spaces within the site and design elements. <i>(See Natural Spaces recommendations)</i>

water. Design new structures that blend with and reflect the land and water of the site.	<p>Incorporate and reflect the cultures of Impacted Communities and Tribes connected to the site to existing buildings.</p> <ul style="list-style-type: none"> • Paint the existing buildings to look like the land that it once was. • Ensure structures blend with and reflect the land and water of the site. • Install murals that are a large visual signal to the significance of the buildings (Halls A, B, and C) and celebrate people to remember history.
G. Use names and languages specific to Impacted Communities throughout the Expo Center, including naming physical features (lands, roads, walkways, buildings, etc.) and in art. Utilize communities' languages in naming and interpretation.	Request to "Please consider: 'Perseverance Road' from the main highway leading north."
H. Emphasize sustainability (a project guiding principle) during redevelopment by, for example, sourcing materials primarily/exclusively from the Pacific Northwest and repurposing any deconstructed materials from the site.	Repurpose any deconstructed materials throughout the site to let things continue to live on or return the timbers to Indigenous community.

Community Access	
HSMC Recommendations	Community-Suggested Implementation Strategies
A. Work with Impacted Communities to design spaces for community events, workshops, gatherings and learning/education that support engagement and empowerment of Impacted Communities. <i>See also: Buildings recommendation C.</i>	Create a feeling of coming home and healing at the Expo Center.
B. Work toward a subsidized, free or low-cost community access program to the extent feasible for cultural, community, and history-related events and other appropriate Expo Center events. This is imperative with events held for or by Impacted Communities and should include updating scheduling and booking policies to improve community access. This framework should create	Update scheduling and booking policies to improve community access.
	<p>Create a Community Advisory Committee or program, such as the Oregon Zoo's Community Access Program.</p> <p>Annual day of remembrance for Japanese Americans incarcerated at the Portland Assembly Center, victims of the Vanport flood, Obon, Min Yasui Day, and other significant events.</p>

accessibility, identify eligible community groups/populations and types of access (facility rental and event admissions). It should also be analogous to discount pricing structures offered at other Metro facilities. A community advisory committee or program, similar to the Oregon Zoo's Community Access Program, should inform this framework, further define who is eligible to receive this economic benefit and provide guidance on ways to support Impacted Community access to the site. The committee may provide recommendations to Metro staff, and staff should explore potential sources necessary to offset proposed subsidies and/or fee reductions.	Cultural events like Powwows, Indigenous markets, or Taiko performances, in addition to the existing events that celebrate and honor Impacted Communities like the Vanport Mosaic Festival or Juneteenth Rodeo.
C. Expo Center Future Guiding Principles and values should be upheld and built into Expo Center scheduling policies. <i>See also: Appendix D</i>	When events are booked, share short and engaging informational background of the campus with event organizers.

Economic Development Opportunities	
HSMC Recommendations	Community-Suggested Implementation Strategies
A. Where permitted by law, create and publicize new policies to support ongoing wealth-building opportunities for Impacted Communities at Expo. Such opportunities may include allowing cultural marketplaces, food catering and concessions sales, and business development services to support Impacted Community groups. When developing these policies, work with Impacted Communities to further define who is eligible to participate in these opportunities.	Allow and support food carts to vend culturally specific foods by hosting an ongoing food cart pod or inviting food carts to events.
	Offer impacted and BIPOC communities the opportunity to be Expo Center's concessions vendors.
	Offer space for members of Impacted Communities to sell their local or locally produced wares (food, produce, art, crafts), for example in a gift shop/gallery or at a cultural marketplace pop-up event.
	Cross-promote and offer "pop-up" opportunities to businesses in North and NE Portland corridors (MLK, Alberta, Williams, Kenton, etc.)
	Offer business development support for vendors to start and succeed by providing resources like business incubation space for food and other vendors.
	Give communities the opportunity to pick artists.

<p>B. Where permitted by law, ensure that members of Impacted Communities receive priority selection for employment and contract opportunities at Expo (such as construction/maintenance, arts, design, and vending), followed by COBID-certified firms, members of other marginalized communities, then the general public.</p>	<p>In the logic of reparations, Metro could best honor Vanport and its lessons for today by investing in, supporting, and honoring Black and Indigenous people, Japanese Americans, other marginalized people, and the unhoused in our community.</p>
<p>C. Develop a community benefit fund to support wealth-building, arts and culture programming, and educational activities at Expo Center for Impacted Communities, Tribes and historically marginalized communities. Direct a portion of the fund to memorialization and representation projects, which should include their maintenance and operation, and a portion to grants or other activities at Expo Center. Potential funding sources could include an Expo Center parking surcharge, ticket/rental fee surcharge, grant funding or sponsorships. Specific uses of these funds, consistent with this recommendation, and governance of the fund will need to be defined during the fund's development. This fund should be developed and governed by a committee of members of Impacted Communities with support of Metro staff. <i>See also: Arts, Community Access, and Educational Programming recommendations.</i></p>	
<p>D. Develop business and youth workforce training/development opportunities at the Expo Center with an emphasis on opportunities for businesses and youth from Impacted Communities.</p>	<p>Create an internship system at the Expo Center in coordination with other federal Japanese American historic sites.</p>

Educational Programming & Stories	
HSMC Recommendations	Community-Suggested Implementation Strategies
A. Develop a long-term interpretive plan to identify programming and interpretation strategies that tell the stories of all Impacted Communities and includes relevant HSMC recommendations. The interpretive plan should take a comprehensive approach to telling the site's many histories, stories and people's inextricable connection to this place despite forced removals. Stories of Impacted Communities must be given priority in the development of the plan. Engage members of Impacted Communities in the development, ongoing evaluation and revision(s) of the plan.	Tell the histories and personal impacts so that past harms are not repeated.
	Share stories of the strength, joy and solidarity of the Impacted Communities balanced with telling factual stories of harms and victimization.
	Bring Impacted Communities together to learn each other's stories, so it is not just about recreation or capital gain, it is about the land, water, and people there. (See Metro Accountability recommendations)
	Include the following themes: <ul style="list-style-type: none"> a. Origin stories or stories about salmon and the river. b. The loyalty of Japanese Americans, especially the soldiers in the 442nd. c. Stories of significance of Black leadership that came from Vanport like Multnomah County's first Black sheriff and first Black teachers in the area. d. Stories of Indigenous care of the land and water before it was colonized.
B. Integrate the histories and stories of the site and the land Metro stewards throughout the campus. Presentation of the histories and cultures of Impacted Communities and Tribes should be immersive, experiential, and multisensory.	Include intergenerational learning and historical lessons.
	Provide online live programming and host a YouTube channel as an ongoing space to watch/learn.
	Use markings, signage, and other wayfinding tools for visitors to experience the historical significance and represent the Impacted Communities.
C. Develop educational resources to share the Impacted Communities' histories and cultures connected to the site by working with professional educators and community organizations from Impacted Communities.	Consider collaboration with National Park Service to become an affiliate site and with an onsite park ranger in relation to incarceration of Japanese Americans at the site.
	Develop a school curriculum to educate youth, including children's programming and activities.
	Develop a visitor tour curriculum.
	Develop an educational kit for event organizers to understand how they can highlight site histories and cultures in their event.
	Print the site's history and stories to share on tables (dining/banquet tables, display tables, etc.).
D. Identify and provide urgently needed resources for Impacted Communities to	Record and share stories of Japanese American and Vanport survivors.

<p>preserve stories of survivors, families, and others impacted before venerable Elders are lost. Resources could include funding, personnel, and guidance for Impacted Communities to record their own family history and story at the Expo Center. These oral histories should not be collected by Metro, but rather should be collected by community groups like Vanport Mosaic and the Oregon Historical Society and should then be shared publicly but only with written permission of the Elders/storytellers from Impacted Communities and their families.</p>	<p>Share oral stories that talk about life, not just the Vanport flood.</p>
<p>E. Highlight stories of sports and recreation within Impacted Communities in programming and storytelling at Expo Center. <i>See also: Sports recommendations.</i></p>	<p>Intersect the story of how sports provided the Japanese American community a sense of normalcy while incarcerated at the Expo Center.</p>
	<p>Showcase the history of athletes associated with the site:</p> <ul style="list-style-type: none"> a. Remember Vanport residents that became star athletes. b. Include stories of famous Japanese American athletes and Japanese American athletes who were excluded from continuing their athletic careers. c. Tell the Indigenous history of stickball and lacrosse.
	<p>Offer multiple sports facilities for high school students to access in remembrance youth activities at the time of the Vanport Flood and Japanese American incarceration at the Expo Center.</p>
<p>F. Use educational opportunities to encourage Expo guests to engage with history, connect the past to the present and future and highlight intersectionality among Impacted Communities.</p>	<p>Organize site's stories chronologically without placing more importance on any group over another. Highlight the shared story of forced removal and how [inequities] continue now.</p> <ul style="list-style-type: none"> a. Indigenous Peoples and land before colonization b. Livestock/Ranchers/Railroad (colonization) c. Incarceration of Japanese Americans at Portland Assembly Center d. Vanport (thriving neighbor, progressive social aspects, importance to the war effort, etc.) <p>Engage Expo Center clients and visitors in memorialization and representation by incorporating history/memorialization/storytelling into in-event announcements and other event programming.</p>
<p>G. Make certain that the interpretive plan recognizes that these histories of forced displacement are not outliers, but rather</p>	<p>Recognize the great achievements of people from Impacted Communities who were the first to represent their communities in civic roles, continue</p>

<p>typify American history, which, from the inception of colonization, included many racist and xenophobic forms of displacement. This interpretive plan should be multilayered and multicultural and should recognize the great achievements of people from Impacted Communities who represent their communities in civic roles and continue to care for the land and water. Finally, we must honor the civic rights of all people.</p>	<p>to care for the land and water, and tie the importance of honoring the rights of all Americans.</p>
	<p>Include the story of how greed, racism, fear, colonialism, and capitalism guided government decision making instead of policy and caused harm to Impacted Communities.</p> <p>a. Show how inequities and exclusion, like the lack of distinction between Japanese American citizens and Japanese during World War II, family separations, and how fear guided government decisions instead policy.</p> <p>b. Include the Bill of Rights to show that the violation of constitutional rights of American citizens that occurred at the Expo Center. This is an American story, not a Japanese story.</p>
<p>H. All educational programming needs to tell hard truths with the purpose of healing and ensuring the past harms at the site do not happen again. Education must include how greed, racism, fear, colonialism and capitalism guided government decision-making and caused harm to Impacted Communities. The stories should strive to make the invisible visible while highlighting the strength, joy, pride, resilience and abundance of Impacted Communities.</p>	
<p>I. Expo Center infrastructure should support technology-based interpretive strategies throughout the campus.</p>	

Metro Accountability	
HSMC Recommendations	Community-Suggested Implementation Strategies
<p>A. Provide regular and ongoing communications and community engagement in advance of and after major decision points to ensure community-centered design throughout the next phase of the planning process and beyond.</p>	<p>New revenue and other resources brought about by the Expo Future project (from sports or other uses) need to go back to the community.</p>
	<p>Commit to community support, fundraising structures, and community access to space as part of its policy/project mission through a mission statement.</p>
	<p>Commit to allowing Impacted Communities to access the Expo Center at no cost with fundraising that is structured with a restorative justice aspect. (See Community Access recommendations)</p>

	Provide transparency on how this project will be funded.
B. Create an ongoing project governance committee with representation from Impacted Communities that works in partnership with Metro to advise and provide oversight to memorialization and representation and to ensure these goals and recommendations are being met.	
C. Work collaboratively with Impacted Communities to honor their experiences, concerns and valued principles by taking direction and listening.	<p>People from Impacted Communities must guide representation of their stories and experiences and be part of future memorialization and representation decision-making processes.</p> <p>Conversations about envisioning this site and infusing Indigenous knowledge should include conversations around capitalism and it being a continued form of colonialism.</p> <p>Remember that “recognition is not representation.”</p> <p>Representation of Indigenous People must be included using their images and stories.</p>
D. Partner and collaborate with Impacted Communities to honor and uplift the histories of the site without tokenizing or otherwise exploiting communities for Metro’s commercial or financial benefit.	<p>Do not commercialize or tokenize Impacted Communities for the purpose of generating income for the Expo Center.</p> <p>Use caution when presenting the project so the focus is not only on the financial perspective without representation of Impacted Communities.</p>
E. Create organizational agreements between Metro and partnering organizations or communities to provide certain rights/access to the use the space at the Expo Center or other Metro property. <i>See also: Community Access recommendations.</i>	Commitment to community support, fundraising structures, and community access to space as part of its policy/project mission through a mission statement.
F. Provide Expo Center staff with ongoing cultural competency training and education about the site’s varied histories.	<p>The work Metro does at the Expo Center needs to go beyond a sculpture and provide commitment for [memorialization].</p> <p>Do not commercialize or tokenize [Indigenous People] for the purpose of generating income for the Expo Center. [Use caution] when presenting the project so the focus is not only on the financial perspective without representation [of Impacted Communities].</p> <p>Clarify what systems are in place to keep memorialization and representation as a central focus and maintain this even if a developer calls for change.</p>

G. Avoid fostering lateral oppression by siloing Impacted Communities in engagement or other areas as the project moves forward. Create space for stories, learning and connection across communities.	Sharing stories will prevent Metro from causing harm by causing lateral oppression or competition. Host meetings where all groups can talk to each other.
H. Transparently communicate the process Metro will use to make decisions about these recommendations. This should include a communication plan shared with all Impacted Communities that details how to achieve a balance between memorialization and representation of the three primary Impacted Communities, Tribes and partners and how efforts to educate about the historical and cultural significance of the site will be funded.	Create and share the process Metro will use to make these decisions.
	Share the values or factors that will guide the decision-making process.
	Provide clarity on how Metro will determine how to represent and be responsive to all the Impacted Communities and partners.
I. Ensure that Native community and Indigenous connection to place are given the appropriate acknowledgement/representation in this project. <i>See also: Natural Spaces recommendations.</i>	Ensure that Native community and Indigenous connection to place is given the appropriate acknowledgement/representation in this project, unlike what has happened in other past government processes.
J. Where feasible, incorporate HSMC recommendations into the next phase(s) of the Expo Future project. If recommendations cannot be fully delivered at the Expo Center, Metro should provide reasoning and communicate why that is not possible and/or what alternatives it is considering. Metro should consider additional input from the Impacted Community members when deciding an alternative. Metro should leverage partnerships to implement community desires and seek to implement community desires in other Metro spaces or programs when not possible at the Expo Center.	
K. The Committee recognizes that some recommendations will require additional community input, analysis and planning and that Metro will need to identify funding sources and determine feasibility of each recommendation. It asks Metro to explore all available funding sources in good faith and exhaust all potential options as it assesses the feasibility of each recommendation.	

Natural Spaces	
HSMC Recommendations	Community-Suggested Implementation Strategies
A. Explore and prioritize immediate and long-term viable opportunities to return land to Indigenous Peoples and Tribes. Return land stewardship and availability of First Foods safe for human consumption to Indigenous Peoples at the Expo Center campus and across Metro’s properties. <i>See also: Metro Accountability recommendations.</i>	Designate Columbia River water areas for Indigenous Peoples for fishing, reflection, and rest.
	Think Seven Generations in the future!
	Provide a space for food cultivation, agriculture, and community garden space.
B. Prioritize sustainable and climate-friendly stewardship of the site and the site’s ecology. Restore and heal the land through a process that culminates in healthy water, soil, plants, and bioswales, starting with Indigenous input and priorities while providing opportunities for Indigenous People to lead stewardship at the campus. Restore plants that are native to the region to restore the environment, support reflection and healing, and allow future generations to remember what the area looked like before colonization.	Maintain wildlife connectivity: native plants bring the community together and keeps invasive species out.
	Offer sufficient tree coverage to buffer the sounds of cars and combat pollution
	Restore plants that are native to the region to restore the environment, support reflection and healing, and allow future generations to remember what the area looked like before colonization. a. Include Native plants such as native huckleberry, native tobacco, and root crops to support Native people and bring back native animals; flowers; habitat; rocks; shade; water; trees; and education. b. Include plants that have significance to the Impacted Communities such as cherry blossoms, culturally relevant medicine, and First Foods. c. Include signage to provide botany/food cultivation education and interpretation that identifies the plants in multiple languages (Indigenous languages, Japanese, English, others, etc.)
	Consider the environmental impact of parking areas and design them to manage stormwater.
	Return hydro-functionality to the site.
C. Collaborate with Impacted Communities to create centrally located and culturally appropriate natural spaces, outdoor gardens, art installations, and other gathering spaces, to support gatherings, events, learning, healing, reflection and interpretation. Work to provide access to restored landscape, garden and outdoor gathering spaces in a manner that will be open and free of admission fees to	Include wayside exhibits, interpretation, place markers, and a path to the Torii gate [Voices of Remembrance artwork].
	Provide Impacted Communities with garden space and plant a native gathering garden that supports activities like reflection, healing, exercising, and uses native and culturally relevant plants.
	Create a nature park and walking pathways with the names of the Ancestors as a place for healing people.

the extent possible. Design of these spaces should be led by Impacted Communities and partners.	Provide outdoor spaces where families, children, and young people can go to play or take a break. Include an option for a covered space for inclement weather.
	Establish a medicinal garden with medicinal/healing plants from all Impacted Communities and extend into workshops about those plants and their uses.
	Include a peace and reflection garden celebrating the Oregon/Portland 442 members with symbolic plantings like Amachi Rose (rose discovered at Amachi Camp in Denver, WA) and trees that survived the atomic blast in Hiroshima.
	Research whether Japanese farmers brought seeds with them to the Assembly Center and honor as confirmed.
	Include playground equipment that portrays the traditional story of Indigenous Peoples like the Suquamish Tribe's Suquamish Shores Natural Play Area. <i>See also: Buildings, Facilities & Design recommendations</i>
D. Establish trails to create access and connection to nature, trees, water and elevated viewsheds of neighboring wetlands and beyond the campus itself that activate the full campus and draw visitors to learning opportunities and outdoor art. Incorporate wayside interpretation to create a self-guided experience of the site's past, present and future.	Interpretive material should include Impacted Communities and be provided in multiple languages
	Create a nature park and walking pathways with the names of the ancestors as a place for healing people.
	Provide elevated viewing decks or viewsheds and place markers for the Columbia River, Vanport, camas fields, and wetlands.
E. Restore the connection between the main Expo Center site and the Columbia River waterfront with a pedestrian crossing or bridge across Marine Drive to connect the Expo Center to the Regional Trail Network and provide water access for community-specific uses, particularly for Urban Indigenous Community members and Tribes.	Connect the site to create access to the Columbia River waterfront with a pedestrian crossing or bridge across Marine Drive.
	Designate Columbia River water areas for Indigenous Peoples for fishing, reflection, and rest.
	Prepare the waterfront to be a canoe journey stop for Tribes and Indigenous Peoples.
	Explore opportunities to have culturally specific uses such as a CRUP (Cultural Resources Use Permit), special use permit for Indigenous community members to apply for a specific cultural use. [reduce barriers to accessing the site for culturally specific uses.]

Sports	
HSMC Recommendations	Community-Suggested Implementation Strategies

A. Stories about Impacted Communities should be visible at Expo Center events and facilities. Stories can reveal the intersection of sports with Impacted Communities. <i>See also: Educational Programming recommendations</i>	Find commonality to tie the historical significance and sports topics together so they are not two distinct things, such as the history of sports — overcoming adversity.
	Create some way to let spectator feel the unknown – what Japanese Americans felt in Hall A, everything being taken and the shared experience of removal with Tribes and Vanport community.
	Offer multiple sports for high school students to remember youth activities in Vanport/Expo Center.
	Bring back Vanport activities like the Soapbox Derby Competition.
B. Establish a framework to provide community benefit by providing Impacted Communities with preferential access to the Expo Center’s sports facilities such as offering low barrier sport opportunities.	Offer low barrier opportunities for people to be introduced to sports.
	Link the site to bike paths for transportation and recreation.
	Install a culturally representative miniature golf course.
	Provide recreational fields that would bring community to the Expo Center.
C. Integrate the sports played by Impacted Communities into facility design and events at Expo.	Host Indigenous and other BIPOC sports and tournaments like lacrosse.
	Given the significance of baseball in Japanese American culture, install a baseball diamond as recommended by youth representatives.

Appendix B: Compilation of Community Input

During the Expo Future community engagement process, the engagement consulting team made every effort to record participants comments and input through notes and transcriptions. This appendix provides a recap of the wealth of ideas and input provided during the engagement process, along with online input. This input is organized first by community and then arranged into the initial themes that emerged during the engagement process. The cumulative input of the Historical Significance & Memorialization Committee is also included.

Urban Indigenous Community

Recommendations for Representation and Memorialization

The following provides a recap of recommendations that were shared by members of the urban Indigenous community during virtual and in-person workshops, individual interviews, and online input in summer and fall of 2024. Project consultants and/or Metro staff organized the recommendations into the categories shown below. (Some categories were later refined by the Expo Future Historical Significance & Memorialization Committee.) The Expo Future Historical Significance & Memorialization Committee drew from this input and that of other communities in developing its recommendations for representation and memorialization at the Expo Center site.

REPRESENTATION & STORIES

Use of the word “Memorialization”

- Add use of the word “representation” “it does not make us seem like we're extinct.”
- Consider using the word “uplift” over memorialize.
- Survivance – the idea that we have survived so much in such a short amount of time in Oregon
- It's not “memorialize.” It [the site] has been here since time immemorial which is a completely different thing and we are still here and so the resiliency of the Indigenous people and the resiliency of our salmon, the resiliency of our lamprey, and the resiliency of our native plants.

Representation

- Representation of Indigenous people must be included using their images and stories.
- Conversations about envisioning this site and infusing Indigenous knowledge should include conversations around capitalism and it being a continued form of colonialism.
- Create a chance for healing with our Black and Asian relatives.
- Include Mexican Americans and Pacific Islanders in the conversation since they are Indigenous too.

- Want to see some kind of connection – even interracial connection, that reflects the complexities of our lives [multi-racial intersectionality]

Stories

- Share origin stories or stories about the salmon and the river.
- Bring impacted communities together to learn each other's stories, so it is not just about recreation or capital gain, it is about the land, water, and people there.

Context note: "A tool of colonization in this country is to pit us against each other and that only one story can be told."

- Just let people know that this was a major hub for many Tribes.
- Metro does not do a good job at story telling displays – any future displays or monuments need to be done by community. Looking into the Confluence project for how they captured the story telling collection and display.

ARTS & EXPERIENCE

Arts

- Hire Indigenous and other artists from impacted communities to create art, murals, and sculptures.
- Include a sculpture park featuring impacted community artists.
- Incorporate music and earth sounds that have been drowned out by city sounds.
- [Sound sculptures or exhibits](#) that play music or whistles when the wind blows.
- Art installation or interpretive space so that people could share it throughout the year.

Context note: "Big spaces, that support ongoing and changing interpretation and storytelling events and programming. Ongoing opportunity for everybody's use and benefit and that has less potential scarcity or competition."

- Murals that are static or have a building with a mural that gets updated and changed and solicits artists from all of the communities.
- Include native plants, trees, and native animals in the mural that gives an accurate representation of the land before it was destroyed.
- Flags are very powerful
- Brought up at one of the meetings a totem pole, someone said "we didn't do totem poles" then found out that we did do them, other tribes other than just coastal did them too.
- Permanent display of photos and locally produced art by local
- Totem Poles

Signage and Markings

- Have a marker representing "the land of the [Indigenous Tribes] people you are walking."
- Markers and representation should be highly visible and "in your face."

- An arch that represents impacted communities that visitor walk through.
- Walking trail signs that are written in Indigenous languages and names of Indigenous plants and animals. Use QR codes for visitors to hear the correct pronunciation of the words and describe the land, plants and animals that once were there. Consider accessibility for all ages and abilities with the use of QR codes or other technology.
- Use markings on sidewalks and building such as native animal paw prints or Indigenous basket weaving patterns to show the cultures that used to live there.
- show the time and native context of the site
- Historical Markers

Communications

- Have flyers [and other brochures] incorporate Indigenous patterns or land like basket weaving patterns, plants, animals, etc.

Context note: "It's further than just like the aesthetics of the building."

Experience: Sense of Belonging

Representatives were asked to think of a time and place where they really felt like they belonged.

What did they see there? What did they feel? What did they hear while they were there?

- Lean into joy and bring back joy at the Expo Center and land.

Context note: "[Thinking about] the Expo Center and like it's, it's role, it's potential role that it could play with like Native American community and just this idea of bringing joy and belonging."

Context note: "The area around the Expo Center is now hectic, stressful, and bland. It's been deprived of all its joy and love and everything that it could be."

- Have the future of the Expo site be a place where Native people and people of color feel comfortable being in North Portland.

Context note: "Portland, sometimes you feel like you're alone and invisible and lost here."

- Feelings of belonging shared:
 - "Sharing land and sharing community. Being in the Native American Indigenous space, it's this idea of like everybody loves you and everybody cares for you."
 - "The feeling that you get when like you first roll up to a powwow and it's like the first song."
 - "I would love it if the descendants of my family would go there [family allotment on the reservation] and be like 'hey you know our ancestors are watching over us and they thought about us when they decided to do this, and this is for us.'"

EVENTS & ACCESS FOR COMMUNITY

- Host Indigenous and other environmental events and fairs.
- Host Native/Indigenous markets and other markets for impacted communities.
- Make big events accessible to impacted communities.
- Host seed fairs, seed exchanges, farmers markets, or environmental food events.
- Make event space and access low- to no-cost for impacted communities.
- Programming should be both indoor and outdoor.
- Love the idea of a cultural/community center.
- A Metro Powwow – could be something really special – hard to have a space with no parking, especially for our Elders
- Multicultural night/weekend event
- Provide space for recurring community events held by member of the Indigenous community

FOOD & ECONOMIC OPPORTUNITY

- Invite food trucks or food stations that are owned and operated by impacted communities and serve their cultural foods.
- Support impacted community-owned businesses in being successful.
- Offer the money to the people. Give grants, and scholarships to the people
- Food gardens that have Indigenous and local soul foods (see “Land, Water, and Nature”).

Context note: “This is a way of incorporating cultural expression and cultural strength.”

- Promote more Native and BIPOC business for events
- Give control of decisions and finances of the art and interpretation to the three identified key stakeholder communities. If the center generates revenues, earmark a portion of it to re-invest into those communities.

BUILDINGS, FACILITIES & DESIGN

- Design and revamp building to reflect and incorporate Indigenous culture.
- Paint all the buildings to look like the land that it once was.

Context note: “The most beautiful thing you can do with the buildings is to paint them and make it look like the land in which it once was and kind of like bring that back.

Doesn’t want to necessarily say it’s an “I’m sorry” letter, but that’s kind of what it feels. When you bring our land back, it’s like, hey, like this Expo Center is here and it, you know, it sucks that the land was taken away, but the Expo Center, we can utilize this space to bring culture and community in.”

- Make facility or infrastructure adjoining.
- Acknowledge that the changes to the Expo Center will change the way people look at, use, and move through the space and the area for generations.
- Offer a dance pavilion/gymnasium

- Can the buildings and parking lot be depaved? Do we need all of the buildings? Priorities for restoration would be depaving section of the parking, stacking parking to reduce amount of ground area covered in pavement.
- Build a Long House with a Native curator/steward for the site for Indigenous People to gather.

Context note: "Indigenous People really don't have that space in Portland to say goodbye to their relatives or to celebrate. The space available is not sacred and there is no parking available."

- Community center and cultural center, owned and managed by the Tribes, urban Indigenous communities. Designed with natural/'green' materials. The space would need to be cultivated in the Native way, not Metro's operating way. Bigger community space than the ones available now (PSU, etc). Tell stories of Native people, vignettes of different Indigenous people of the Pacific Northwest
- Sustainability of the materials: how will the materials be sourced? Can they be from the Pacific NW only? Can we hire Native contractors, artists and designers?
- There was a desire to maintain the old buildings in some way. Some ideas were building around the structures or reusing materials salvaged from the buildings if they are demolished. Some community members think removing the old buildings would cause the site to lose some of its historical value.
- Can the 100 year old beams [from Halls A,B, C] be utilized? How can they be restored to us?

NATURAL SPACES

"The Expo Center area is a damaged place. But it can be healed, and we can do that. We can do that from our heart, from our spirit, from our beings, and we can do that together. The more we come together, the more we can push back on things that try to commercialize us."

Land Back

- Opportunity to give some of the land back to Indigenous People.
- The most important thing Metro can do to honor the Indigenous community and Indigenous connection to place in a meaningful way at the Expo Center site is to give it back. Otherwise, co-stewarding the site with Indigenous community would be a grateful step.

Gardens and Plantings

- Different cultural gardens like Native gardens in the Cully Neighborhood or the Japanese Garden that are integrated.
- Walking trails and reflective spaces
- Native Gather Garden with native plants for gathering and space for activities like exercising, reflection, and healing. Include native landscaping which is easier to care for and better for the environment and to heal the land that has been damaged.

- Include Native plants such as native huckleberry, native tobacco, and root crops to support Native people and bring back native animals.
- Outdoor spaces where families, children, and young people can go to play or take a break. Option for a covered space for inclement weather.
- Playground equipment that portrays the traditional story of Indigenous People like the Suquamish Tribe's Suquamish Shores Natural Play Area.
- Restoration and healing of the land and water.

Water

- Designate Columbia River water areas to Native peoples for fishing, reflection, and rest.
- Create space to allow the river to be a canoe journey stop.
- Create more access to the water ways and land for the communities
- Whatever it takes to have a full out canoe journey set up is what is needed: access to waterways, welcoming center, remove buildings
- There was an interest in expanding the wetland south of the Expo center.
- Restoration should aim as much as possible to restore the land to how it was prior to development. Show what the land was before it was 'developed'
- provide access to the natural spaces for food gathering, fishing, gathering of materials for art-making

SAFETY

- Ensure safety by providing [security] cameras at the Expo Center.
Context note: "Taking the Max to Expo does not feel safe currently."
- The Expo Center should be well lit to deter crime. Consider using solar or other renewable energy for this lighting.
- Install a parking garage for safety.
- Kids [and visitors] should feel safe at the Expo Center.

SPORTS

- Host Native and other BIPOC sports and tournaments like lacrosse.
Context note: "If it's not represented in the sports, then why are the Native and BIPOC people here?"
- BIPOC and Native representation should be part of deciding which sports will be hosted at the Expo Center.
- Sports for Native youth. Sports can be a good way to connect Native youth to positive outlets. The sports at Expo center should focus on bringing Native folks into that space, connecting communities with each other

METRO ACCOUNTABILITY

- Sharing stories will prevent Metro from causing harm by causing lateral oppression or competition. Host meetings where all groups can talk to each other.
- The work Metro does at the Expo Center needs to go beyond a sculpture and provide commitment for [memorialization].
- Share funding [income] from future sports facility with the people of the land and the care of the land.
- Give groups space to do their own fundraising for the buildings they want.
- [Metro] should be accountable in more ways than just in this project. If recommendations are not fully delivered at the Expo Center, push to make them happen at other Metro spaces where resources are available.
- Actively support the federal recognition efforts of the Columbia River/Willamette River tribal communities by recognizing them yourself, as an agency
- Do not commercialize or tokenize [Indigenous People] for the purpose of generating income for the Expo Center. [Use caution] when presenting the project so the focus is not only on the financial perspective without representation [of impacted communities].

Context note: "Hearing this other thing about sports or financial reasons and I don't necessarily know that people want to be used in order to pump up the financial perspective without being represented and I don't mean like a little plaque on the wall kind of thing. This is a very important thing because Native peoples are tokenized a lot in order to make money for other services and other things that do not connect to the land. Furthermore, if there is going to be funding that is going to come in, how much of that is going to go back to the peoples of this land or the care of this land? Somebody [sports consultants] is already determining what sports should be there and they're not BIPOC or Native. Where's the representation?"

- Provide transparency on how this project will be paid for.

Context note: "I'm very curious about who's paying for this. Because we can dream all we want, but if they want a hotel and a swimming pool and a McDonald's, what game are we playing? The money thing is like I need to know. I need to know, is Gates going to write a big check? Is Nike going to come down? Because, you know, obviously they could benefit, and they probably could use a second campus anyway."

Japanese American Community

Recommendations for Representation and Memorialization

The following provides a recap of recommendations that were shared by members of the Japanese American community during virtual and in-person workshops, individual interviews, and online input in summer of 2024. Project consultants and/or Metro staff organized the recommendations into the categories shown below. (Some categories were later refined by the

Expo Future Historical Significance & Memorialization Committee.) The Expo Future Historical Significance & Memorialization Committee drew from this input and that of other communities in developing its recommendations for representation and memorialization at the Expo Center site.

VALUES

Representatives were asked what values and lessons should be upheld in the Expo Future Project.

- Never Again. Remember the wrongs of the past and the relevancy today, and share lessons for future generations, since what happened in the past can happen again.
- The American values of the *Bill of Rights*.

Context note: "It is not about a specific ethnic community, but it is about all of America. ...but it happened to everybody because the Bill of Rights is everybody's right."

- Japanese Cultural Values of "Gaman", "Shikata ga Nai" and "Kodomo no tame ni" which encapsulates the response of survivors following incarceration and allowed them to endure hardship without complaint.
 - "Gaman" refers to perseverance and enduring difficult situations with patience and dignity.
 - "Shikata ga nai" means it cannot be helped.
 - "Kodomo no tame ni" means for the sake of the children.
- We are heterogeneous country and does not exclude any racial identity.
- Civil rights & civil liberties with truth + justice for all people.
- Importance of democracy!
- Importance of the place.

REPRESENTATION

- Be truthful in the representation of the injustice that occurred at that time. Bring it to life for those who were imprisoned there and who we pay respect to now. Acknowledge the generational trauma created by incarceration of Japanese Americans.

Context notes:

The Japanese American [community] is diverse. Many people do not want to dwell on the sorrow of that time but move to a positive view of where the community is now. Many people want to make sure it is not forgotten. Somewhere there is a balance."

You think about how communities are oppressed and most of the time it's communities of color and we need to acknowledge that."

It's really important to show the similarities and how the patterns kind of persist, because once we sort of recognize the similarities and the things that continue to

happen, you can sort of interject earlier on or put in your opinion. I think it's kind of missing from other memorializations I've been to before.

- Tie the past to the present, make it visible and seen, then keep talking about it.
- If the road leading to the enlarged expo needs a name, please consider: 'Perseverance Road' from the main highway leading north.
- Integrate stories and representation of impacted communities throughout the entire campus. Integrated, not separate, multicultural stories will make the Expo Center a unique approach to memorialization.
- Representation should include honoring the non-Japanese Americans who “did the right thing” in support of the community during a time when this was neither the norm, nor convenient.
- Include the Bill of Rights to show that the violation of constitutional rights of American citizens that occurred at the Expo Center. This is an American story, not a Japanese story.
- Reshape the narrative of what people consider Portland’s history (i.e. what is standard knowledge) by presenting a multilayered, multicultural campus and show that Japanese American, Black, or Indigenous history is American history.
- Build in an understanding that many Japanese American youth have multiracial and intersectional identities.

Context note: “These patterns of exclusion are shared by many different communities & people-of-color and there are shared experiences that will be powerful to connect.”

- Have an example of WHAT the conditions were like for the Japanese incarcerated at the Expo Center [sights, smells, space, activities] - a replica that people can walk through.
- An activity of what would you pack from your home in a suitcase? What would you leave behind that is important to you.
- Honor the Nisei Vets who served in WWII

VISIBILITY

- Memorials must be unavoidable and unable to be ignored by visitors to the Expo Center Campus.

Context note: “No matter how beautiful, if you must seek it out, it no longer achieves an important goal – which is to confront the viewer with the history; to make viewers take pause.”

Context note: “If it's just a preservation in one corner of the Expo Center, it'd be really easy for everyone to come in, use the space, and leave, and never know anything about the history, if they don't have a reason to, like, engage or interact with it, or if it's not, you know, just because it's not the exact spot where everyone was, right? The main interest is somewhere else, and there's not something, you know, if we're not acknowledging the history at the entryway or at a key point of the new facility, then we're kind of just wiping that history under the rug, and not really doing it justice, in my mind. So, I don't know exactly what that engagement interaction would look like,

but I do think, like, the placement and how it's developed as part of the project is, you know, equally, equally important.”

- Create awareness and teach younger generations about the historical significance of the people from impacted communities and the Portland Assembly Center.
- Tie the past to the present, make it visible and seen, then keep talking about it.

ARTS & EXPERIENCE

Art & Visual Displays

- Murals that are a large visual signal to the significance of the building [Hall A] and celebrates people to remember history.
- Activate the space through visual art, like the Voices of Remembrance (Torii Gate) sculpture.
- Exhibits for community rotating art space for public/everyone to remember the communities that were impacted by the place.
- Visual displays should include:
- Photographs showing incarceration conditions of the Assembly Center.
- Maps, exhibits, infographics, sculptures, paintings, statues, photographs, banners, maps, displays, documentaries, and exhibits to preserve the history of the Expo center for the Japanese American people.
- Historical pictures to compare to now (in the same spot)
- Displays, infographics to visualize the conditions to remember the overall history
- Photos of people who were there and what their lives (or their descendants' lives) are like now.
- Large digital projections about the history of Assembly Center that includes projection mapping [technology that overlays projected images onto a surface] to tell stories of people.
- Include oral histories and images in museum setting to help bring the Expo experience to the visitor.
- Change exhibits and have video loops that can be regularly updated, ensuring visitors have new and engaging experiences each time they visit.
- Music from that timeframe , oral histories, and artwork by the people who were there.

Torii Gate: Voices of Remembrance

Note: Metro does not own the Voices of Remembrance artwork. This work is owned by TriMet.

- There must be a connection to Valerie Otani’s “Voices of Remembrance” art piece at the TriMet MAX Expo Station, known as the Torii Gate, to what happens at Hall A.
- Increased visibility is needed for the Torii Gate and should be connected to the Expo Center with a walking trail and landscaping with a series of memorialization pieces.
- Integrate [Voices of Remembrance, which] is really far away from where the Portland Livestock Exhibition Center is.. maybe a path or something from the MAX station where they have a map on the platform, some sculptural pieces of like a trunk. Not a lot of people are aware of it because it's so far away from the main buildings.

Design Ideas

- Three main gates or roads for the three impacted communities at the entrance to the Expo Center that visitors cannot avoid as they enter the campus.
- 100,000 small elements fully integrated (such as sconces, horticulture, etc.) is preferred over one very large, expensive statue.
- Include Japanese and other cultural aesthetics.

Programming

- Share a statement or announcement before sporting events that says, “this is a site where these things happened.”
- You want people to be educated and inspired. But most, most of all, you know, you want people to feel things. I want people to be touched, you know, emotionally, physically have a reaction to what they're seeing and what they're experiencing.
- Incorporate programming and features focused on youth, to include:
- Educational efforts in schools.
- Consideration for different sizes and heights in all memorialization efforts to include the perspective, engagement level, and line of vision of children and youth.
- Give special attention to areas that children may be paying attention where an adult would miss, such as footsteps or murals.
- Provide youth resources such as a coloring book on notable AAPI individuals who have contributed to American society.
- Lessons, classes, or questions for discussion to develop critical thinking with students to think about how this could happen again with various groups in society. Help students/people see how history could repeat.

Remembrance

- Name the 3,676 survivors as an important way to honor the individuals and families who were incarcerated.
- Include the story of the Stockyards, as it impacts all the groups: 1. First Nation displacement; 2. Black cowboys and sunset laws; 3. Japanese American incarceration in conditions of stockyards.
- Speak to the joyful moments in people's lives and not only the traumatic. Survivors found joy in tragedy, but there is a dissonance of past experience and present narrative
- Widely share the history to prevent atrocities from recurring.
- Preserve these memories while first-hand accounts are still possible. Need for these narratives to be formally documented and published, calling on educators, historians, and communities to actively engage in preserving these memories for posterity.
- Pursue remembrance legislation beyond Metro:
- Memorialization by Portland City, State of Oregon, The Oregonian, and other entities, public and private that participated in the unjust action against the Japanese Americans.
- Push for legislation which authorizes OR DOE to require teaching of Japanese Incarceration in Oregon into all social studies curriculum (currently this is optional topic for teachers to choose under social injustice).
- Photos of people who were there and what their lives (or their descendants' lives) are like now. Music from that timeframe, oral histories, and artwork by the people who were there.
- Photos, names, the Assembly Center sign or copy of, etc.

- A tangible memorialization feels appropriate — either in the form of public art, or access to benefit from the projects developed on this site. e.g. offer a part of the newly developed site to the JA community to utilize in a way that benefits their community, be it a workspace for entrepreneurs, a creative venue, commercial space for businesses to operate out of, etc.
- Educate through a replication experience what the Japanese Americans went through
- In addition of the memorialization of what was done to the Japanese residents of SW Washington and Oregon, there should be memorialization of or by Portland City, State of Oregon, The Oregonian, and other entities, public and private that participated in the unjust action against the Japanese Americans. There should be memorialization of those courageous citizens and public servants who stood up in support of Japanese Americans incarcerated at the Expo Center.

Experience

- Use digital technologies to re-create the full Assembly Center experience. This includes the unedited, visceral conditions in multisensory ways as such as the experience described by Min Yasui noting the smell of horse manure and flies. Other experiences to convey include sleeping on hay and sounds with hectic, chaotic, and hastily built [living facilities].

Context notes:

Sensory memories, particularly smells, play a crucial role in recalling experiences.

Effectively convey the sense of fear, humiliation, and loss of freedom experienced by those detained at the Portland Assembly Center.

- Include logistical details of those incarcerated, such as how many people moved in and out.
- Make memorialization accessible to new audiences (unfamiliar with the histories), to include:
 - Distilling “universal values” such as democracy, civil rights, and justice, to connect, create empathy, and share virtues with general audiences to understand the experience of people impacted. [See Values section]
 - Using the land/place where audiences are standing to ground events through different times, such showing foot and shoe prints where people stood to “register” for incarceration, or work boots from the Vanport shipyards to show that visitors are in a place where oppression occurred. This can provide additional opportunities for naming and sharing language and serve as a visual pathway to guide visitors, literally walking someone’s path.
 - Using multi-sensory techniques to engage, remembering that there are 5 types of visitors (explorers, facilitators, experience seekers, professionals, and rechargers) and not to forget those who are motivated to relax and rejuvenate (outdoor trails and gardens).
 - Creating reflective opportunities for processing difficult content.
 - Embedding gestures like an acknowledgement before events, within the everyday operations of the sporting center.
 - Utilizing the sports theme to talk about the histories and unity.
 - Providing interpretive and accessible information for nuanced, cultural (aesthetic) Japanese sensibilities that may get missed by general audiences.

- Something comparable to First the Memorial wall, Bainbridge and secondly the Emerging Radiance installation and to provide a community space where people could gather and host events.
- Similar to DC, honoring the nisei Vets who served in WWII, establishing significant historical and cultural dates which honor Japanese Community (past and current), and push for legislation which authorizes OR DOE to require teaching of Japanese Incarceration in Oregon into all social studies curriculum (currently this is optional topic for teachers to choose under social injustice).
- I think activities that encourage seeing similarities and shared community are the best to create meaning. Specific names of people may not mean anything to a visitor, but seeing a symbol of how many people were incarcerated would create meaning (like one crane for each person or similar). Knowing the smell of manure would create a visceral reaction, or seeing an image of people corralled together at the same spot you might stand brings the message home.
- Replica where people can walk through
- Something similar to the late Otani's work in scale and symbolism.
- I think activities that encourage seeing similarities and shared community are the best to create meaning. Specific names of people may not mean anything to a visitor, but seeing a symbol of how many people were incarcerated would create meaning (like one crane for each person or similar). Knowing the smell of manure would create a visceral reaction, or seeing an image of people corralled together at the same spot you might stand brings the message home.
- Replica where people can walk through
- Something that will live on in perpetuity and not be forgotten or ignored or not preserved and honored forever.
- Diorama of horse stalls with people in it, possibly made with wood from a stall Activity of what would you pack from your home in a suitcase? What would you leave behind that is important to you.
- Build a replica of the stalls the people were billeted there before being sent to other camps, like Minidoka.
- I would like to see photos of the families in both the Expo center and Vanport displayed the effects of incarceration and natural disasters that played into the lives of three generations of Japanese Americans.
- I think it is important to have an example of WHAT the conditions were like for the Japanese incarcerated at the Expo Center. My understanding is that they were housed in stalls used for horses/cattle. The Minidoka site in Idaho had remnants of the houses/buildings where the Japanese were housed. We got to see the land where they lived which was quite barren. The Memorial Wall at Bainbridge Island offered a tour guide, if you made arrangements. It was very informative and heart rendering at times.
- In addition of the memorialization of what was done to the Japanese residents of SW Washington and Oregon, there should be memorialization of or by Portland City, State of Oregon, The Oregonian, and other entities, public and private that participated in the unjust action against the Japanese Americans. There should be memorialization of those courageous citizens and public servants who stood up in support of Japanese Americans incarcerated at the Expo Center.
- Be truthful in the representation of the injustice that occurred at that time. Bring it to life for those who were imprisoned there and who we pay respect to now.

- Incorporate an apology and acknowledgement of the generational trauma this event created.
- Do something that engages the community, not just a plaque that people can read.

BUILDINGS, FACILITIES, & DESIGN

See also PORTLAND ASSEMBLY CENTER

Halls A, B, and C, the Assembly Center

- The importance of Hall A as a ‘meaningful site’ to the Japanese American community needs either preservation or thoughtful reconstruction. Rehabilitate or save elements and materials from Hall A to incorporate into any new development, as was done with the Puyallup Fairgrounds partial reconstruction.
- “Retain the feelings” and “sacredness” of the physical space, regardless of preservation or partial reconstruction of Hall A.

Context note: “...it's super important because it is so rare that we actually have a part of the original Assembly Center. That's part of that non-negotiable, whether it's rehabilitation, whether it's saving some of the structure and incorporating it into a new development, saving original elements or materials.

- Use a community-centered design process like the Bainbridge Island Memorial.
- Gather architects, designers, landscape architects, etc. from the [Japanese American] community to form an advisory group through the “master planning” stage.

Provide Additional Facilities

- Community center to celebrate diverse cultures and history to remember the strength of the community and “have a place to belong.”
- Shared kitchen for community vendors to sell culturally specific foods to sports complex attendees.
- Performing arts center for music, drama, dance, photos, and audio presentations.
- Interpretive center from one of the remaining buildings.

EVENTS & ACCESS FOR COMMUNITY

Access for Community

- A place where people will come to celebrate community (JA community banquet, Obon, Mochizuki and have an interpretive center to show and tell people what it was like for the Japanese and Japanese American people who were imprisoned there.
- Space for Community Activation through access to a multi-use-space with kitchen, an auditorium or theater with a stage, exhibition space, business incubation for food vendors, a venue for community celebrations, etc. A location for community to bring their stories and tell their stories, celebrate community (JA community banquet, Obon, Mochizuki) and have an interpretive center to show and tell people what it was like for the Japanese and Japanese American people who were imprisoned there.

- Dedicated area that is a vibrant cultural space for education and community events that rotate such as Tribal or Taiko performances to celebrate diverse culture and history to remember the strength of community.
- An annual access day for the Japanese American community to have festivals or a commemorative day.
- Offer the site to the Japanese American community to use for free or a nominal fee to celebrate our heritage (e.g. JACL, Portland Taiko, etc.).

Events and Programming

- Host cultural events such as Japanese American graduation banquets, Min Yasui Day, Mochizuki, Obon, or community celebrations.
- Education, programs, tours, events to honor, commemorate the Japanese American experience.
- Day of Remembrance where names of are announced like the 9-11 Memorial.
- Invite students and schools to participate in programming and learn about the history and highlight the importance of making the memorial accessible to a wide audience, not just those already interested in Japanese American history. Schools are essential for educating younger generations, ensuring that the lessons of the past reach them.

ECONOMIC OPPORTUNITY

- Access to benefit from the projects developed on this site. e.g. offer a part of the newly developed site to the Japanese American community to utilize in a way that benefits their community, be it a workspace for entrepreneurs, a creative venue, commercial space for businesses to operate out of, etc.
- Also local vendors who could sell their food onsite since food is a large part of the JA and BIPOC communities
- Providing the community with a way to connect there and/or share in the prosperity. Our relatives were unconstitutionally imprisoned there—lives, businesses, and families were robbed. If descendants of those who experienced that can benefit from new developments here, and if the rest of Portland can learn something about our shared history, that is beautiful progress.

NATURAL SPACES

- A nature park and walking pathways with the names of the ancestors as a place for healing people. This could include “wall like” structures similar to the Bainbridge Island model.
- Plant restoration for future generations to remember what area looked like before colonization and include flowers, habitat, rocks, shade, water, trees, and education.
- Indigenous gardens/ community gardens that include peace and reflection gardens (celebrating Oregon/Portland 442 members) with symbolic plantings like Amachi Rose (rose discovered at Amachi Camp in Denver, WA) and trees that survived the atomic blast in Hiroshima.
- Natural spaces should be focused on what was there and is community-centered to include Urban Indigenous and Vanport communities and weaves a more holistic presentation of all the impacted communities.

- Natural space in which you contemplate Indigenous peoples, in which you contemplate the suffering of Japanese Americans and their erasure of African American communities in the area.
- Structures and place markers on walkways along with elevated viewing decks facing the Columbia River and wetlands.
- Explore community gardens and research whether Japanese farmers brought seeds with them to the Assembly Center.
- Walking path for healing people
- Parks, paths, plants restoration for future generations to remember what area looked like before colonization
- Nature park pathway with names of ancestors
- Indigenous gardens/ community gardens about what was there and be community-centered + Urban indigenous and Vanport
- Gardens, paths, rocks
- Flowers, habitat, plants, rocks, shade, water
- gardens, flowers, paths, plants, trees, rocks, education,
- Structures, placemarkers, walkways

SPORTS

- Intersect the story of sports and how it provided the Japanese American community a sense of normalcy while incarcerated at the Expo Center.

Context note: Youth who were interviewed connected stories of sports from their family history and the Japanese American experience as ways to tie to the sports complex's direction. Baseball diamonds and baseball have importance to the Japanese American community and at Minidoka.

- Include stories of famous Japanese American athletes and Japanese American athletes who were excluded from continuing their athletic careers.
- Given the significance of baseball in Japanese American culture, install a baseball diamond as recommended by youth representatives.
- Recreational fields that would bring community to the Expo Center.
- Provide a cultural miniature golf course.

METRO ACCOUNTABILITY

Commitments with Commemoration

- Commitment to community support, fundraising structures, and community access to space as part of its policy/project mission through a mission statement. Commemoration without Expo Center/Metro's full commitment to community support would not be enough.
- If the Expo had a mission statement, looking at or editing it to include presenting the harsh realities, the ugly warts of this story is necessary, is a must.
- Organizational agreements between Metro and partnering organizations or communities to provide certain rights to the use of the space or something equally important.

- Commitment for impacted communities to access the Expo Center at no cost with a fundraising structured for the restorative justice aspect. There should be an overhead charge or like per person charge, maybe one or \$2 a head that goes into a community pot to help out with [things like] is a cultural center to hire staff and have some of the money to go back to allowing the communities to [use the space]. There needs to be a funding system within that has to be structured for this like restorative justice aspect, that then the communities who are utilizing the spaces also then giving back into this community aspect.
- Metro needs a commitment to community-centered design. Utilize the community to create the ideas rather than designing from a white heteronormative standard.
- Do something that engages the community, not just a plaque that people can read. Providing the community with a way to connect there and/or share in the prosperity.
- Truly receive and apply the input received from the interviews, workshops and guiding discussion
- Commit to involve local Japanese Sansei (Third), Yonsei (Forth), and perhaps Gosei (Fifth) generations in the creation of this project. It is imperative this project includes contributions from those impacted by the memory of Expo relocation.
- Truly receive and apply the input received from the interviews, workshops and discussions
- Demonstrate that governments are able to "do better" and not repeat the mistakes of the past.

PORTLAND ASSEMBLY CENTER (HALLS A, B, C)

FACILITATOR SUMMARY: Throughout workshops and interviews with Japanese American community members, participants frequently offered ideas of what to do with the remaining buildings that formed the Portland Assembly Center. Members hold multiple perspectives, and those perspectives may vary by generation. No consensus was reached, nor was a consensus the goal of this engagement process. Project consultants offered the following summary of Japanese American community members' discussion.

Concerns about deconstruction of Halls A, B, and C (Portland Assembly Center)

- Multiple participants expressed concerns about the risk of Hall A being removed.
- Some participants' stated reason for retaining Hall A is to ensure that there is a physical place that acts as an artifact of truth. Some voiced that they strongly oppose changing the building, who believe there will be a loss of connection with tangible evidence and connection to the tragedies that happened at the Portland Assembly Center.
- In the mapping activity, "Preserve Hall A" was listed on 4 of 8 maps; one says, "keep the original building."
- During the group share, several individuals expressed concerns about the fate of Hall A. Opinions ranged from preserving and renovating the hall completely to repurposing its materials for other uses and/or using other means to capture its "feeling" (i.e. technology or reconstruction). One participant suggested deconstructing then reconstructing the historic halls in a different location.

The Value of Halls A, B, and C

- The Expo site is such an important place for the Japanese American community because the only other significant place for the community, Nihonmachi, only has two remaining buildings. Puyallup, Portland, possibly Santa Anita may be the only assembly centers that still have some/all of the original structures.
- Some participants expressed that the feeling and sense of place of being in ABC is incomparable and brings the story of incarceration to life.
 - The JAMO teachers' group, a mix of Japanese American, Latinx, and white teachers, said they felt a sense of connection to the structure of the old halls, but not the newer vestibule addition. The old buildings make people feel the feels. The full viewshed of A&B was meaningful to this group.
 - One participant cited the example of Min Yasui's jail cell – currently housed at JAMO – as a reconstruction that still holds power, even though it is no longer in its original location.
 - Present and future-oriented education/community activation of Hall A: one participant wanted to direct Hall A's uses beyond historic preservation, towards ways that the Japanese American community could better engage with new audiences at the sports center; this is a theme that has been echoed from other participants from other engagements.
- One participant shared that the community is at an inflection point (generationally) where many of the last survivors are passing—people with lived experience—and once they all pass, without this building/place, there will be nothing remaining for younger generations to have that direct connection to this history.

Vanport Community

Recommendations for Representation and Memorialization

The following provides a recap of recommendations that were shared by individuals with ties to the Vanport community in summer of 2024. These recommendations were provided during an in-person workshop, individual interviews, and online input. Project consultants and/or Metro staff organized the recommendations into the categories shown below. (Some categories were later refined by the Expo Future Historical Significance & Memorialization Committee.) The Expo Future Historical Significance & Memorialization Committee drew from this input and that of other communities in developing its recommendations for representation and memorialization at the Expo Center site.

VALUES & LESSONS

Representatives were asked what values and lessons should be upheld in the Expo Future Project

- Reconciliation
- Understanding and respecting each other's experiences
- Healing
- Resilience
- Justice
- Innovations
- Innocence and perspective of children
- Standard of coming together

REPRESENTATION

"The people of Vanport should be remembered and that my family was part of Vanport."

- Tell Vanport story in framework of how institutional and systemic power worked.
- History should be told from all aspects: the good, the bad and the ugly.
- Vanport history is not to be lost in translation.
- More Black voices – recordings in City of Portland and PSU archives.
- Integrity and respect for history as Vanport is Oregon History.
- Recognize that Vanport existed. There was a period of time that Vanport was not part of Portland history.
- The establishment of a Vanport museum would be an excellent start.
- I suggest that a more appropriate, inclusive and meaningful objective would use language such as the following: "meaningfully memorialize the site's history of forced displacement during World War II, Vanport City (the largest WWII war worker housing project in the world), and the Vanport Floods..."
- While there is overlap between "Vanport residents" and "Vanport survivors" it is inaccurate (and dismissive) of the essential wartime workers to refer to all of them -- as is often done -- as "Vanport survivors." "At the time of the flood, the population of Vanport was down to about 18,500 people."
- Many Americans of Japanese ancestry who were incarcerated in WWII returned to Portland after the war and found housing at Vanport.

ARTS & EXPERIENCE

Art

- Large Artwork sculptures like “The Bean” in Chicago and large vibrant paintings showing stories of all impacted communities like Historic Alberta House – painting of flood and muralist Hank Panter.
- Media/Art: theater/mid-size entertainment venue attracting entertainment.
- Statue of families coming together.
- A monument recognizing the 16 million men and women who served in WWII.

Experience & Healing

- Recognizing pain + trauma = healing.
- Use a holistic approach to create a place of fun and community /Acknowledge people's pain and trauma but emphasize healing.
- Joy & community: Play, action, activity, connectivity, not all trauma.
- Touching people/changing lives.
- “They told us we were not that smart, well, we are that smart.”

Context note: discussing African American builders that moved to Vanport and worked in shipyard.

- Vanport was great but racism was not.
- Needs to be more inclusion of voices.
- Reconcile Racism.
- Beauty and place of peace.
- Memorial for the people who died in the flood.
 - Those who died in the flood, even if unnamed, also ought to be given a dedicated memorial.

Youth Programing

- Children’s programing and activities for the public.
- Soapbox derby for youth to remember soap derby competition at Vanport.

Signage

- Signage and way finding signs, historic markers, ghost structures that tells the history.
- A memorial for the people who died in the flood.
- Vanport name being used on the site.
- Create more awareness about the people lived here and what happened through signage.
- Plaques explaining the history of all impacted communities and large statue of families coming together to acknowledge/remember lost lives and the living and to uplift.

ECONOMIC OPPORTUNITY

- Activation, technology and consistency.

Context note: discussing community and local business.

- Connection to NE Portland corridors with pop-up shops for weekly programming that attracts tourism and local activation.
- In the logic of reparations, Metro could best honor Vanport and its lessons for today by investing in, supporting, and honoring Black and Indigenous people, Japanese Americans, other marginalized people, and the unhoused in our community.
- Ideally, would like for the Vanport Expo Future memorial to spur a solution-focused public conversation around housing and how we can better support the marginalized people in our Portland community.
- I would also love for this project to support current BIPOC artists and vendors, and to connect the history of this federal housing project with current efforts to provide housing to those who need it in the Portland area.

EDUCATION & EVENTS

- Record and share stories of Vanport survivors (Urgency as folks are passing away).
- Share oral stories – talk about life, not just flood.
- Ceremonies, public programming and community gatherings to remember life of the people who have historical connection to the space.
- Tell history with Vanport audio boxes around site.
- Create and share a fuller story of how Vanport came to be with City Hall document displayed explaining why it was erased.
- A museum for families and showing the effects of the flood.
- Plaques about the history of Vanport to remember the legacy.
- Comprehensive tours of Vanport (physical and virtual). Close Portland International Raceway for this.

Note: Portland International Raceway is owned and operated by the City of Portland.

- Combine all the history of sites – Delta Park Site (Delta Park Powwow supports Vanport land).
- Photo exhibits of:
 - Vanport shipyard workers of various races and ethnicities.
 - Vanport residents, of various races and ethnicities, who performed other recognized essential war work (communications workers such as telephone operators, for example).
 - Vanport Rosie the Riveters – the expanded work roles women performed in the war years.
- A diorama of Vanport City (its shopping center, recreation centers, theater, hospital, fire stations, police station, library, schools, childcare ("nursery") centers, bus stops, administration building, 9,942 apartments, playgrounds, ice houses, Force Lake, Bayou Lake, etc. Surround the diorama with photos of the various buildings and detailed information about purpose/use of each one.

- A full-size walk-through furnished Vanport apartment. (8) An exhibit documenting the successful union organizing/admission efforts Black Vanport shipyard workers made to join the shipbuilding unions by conducting their meetings in the middle of the night in the hulls of unfinished ships. The stories, memories and memorabilia of the people who lived in Vanport. Audio or video clips of former Vanport residents sharing their stories ought to be an essential part of this exhibit.
- Online links to Vanport history, include planning, building, cleanup after the flood.

SPORTS & WELLNESS FACILITIES

- Sport center, swimming, health & wellness program for the community and tourism.
- Multi-sports for high school students to remember youth activities in Vanport/Expo center.

Expo Future Historical Significance & Memorialization Committee

Recommendations for Representation and Memorialization

The following provides a recap of recommendations that were identified by members of the Expo Future Historical Significance & Memorialization Committee (HSMC). These recommendations were identified throughout the committee's meetings and brainstorming sessions. Metro staff organized the recommendations into the categories shown below. (Some categories were later refined by the HSMC.) The HSMC drew Impacted Communities' input and these committee ideas when developing its recommendations for representation and memorialization at the Expo Center site.

REPRESENTATION

- Use names/naming of buildings/areas that ties into and highlights impacted communities and their languages, such as the Tilikum Crossing Bridge, [which is Indigenous] by the name and the design.
- Recognize and use different languages.
- Provide a website where communities can tell their stories.

ARTS & EXPERIENCE

Art

- Host rotating art installation with different artists from different communities.
- Give communities the opportunity to pick artists; Metro/Expo staff should not select.
- [Art should show] not just history but should be relevant to today. *"Art is activism."*
- Have a designated fund for artists and focus on developing artists when pursuing artwork for the site.
- Host an ongoing artist in residence program as a way of teaching art, skills, and culture.
- Include space for artists to work, exhibit, meet, and perform, in addition to a recording studio for capturing history and musical artists.
 - A space that serves community and provides opportunity and access – perhaps a partnership with Open Signal for skills building and public access.
 - A shared space for groups'/artists' practice or meeting space, e.g. taiko, martial arts demonstrations/clinics.
 - Real studios that are used by local groups and artists with observation space
- Offer a place for school performances (choir, etc.).
- Include gallery space for artists in residence or those using the studio space; could be a cooperative model where artists display and staff the gallery. (See [Valley Arts](#) in Forest Grove)
- Integrate/offer musical performances at tournaments and other events [to highlight communities' cultures].
- Host a music festival.

Experience

- Create a feeling of coming home and healing at the Expo Center.
- Balance confrontational [history/information] for those who are unaware with healing.
- Include a healing space.
- When events are booked, share short and engaging informational background, such as, "Your gymnastics event is here ... this is where here."
- Find commonality to tie the historical significance and sports topics together so they are not two distinct things, such as the history of sports — overcoming adversity.
- Moments of silence during events, done in a way that it doesn't become rote.

Context note: "Land acknowledgements can start to feel unemotional."

- Create a solemn space for personal connections where people come to listen to oral histories. Ex. Museum in Chile is about Pinochet.
- Restorative Justice.
- Create some way to let spectator feel the *unknown* – what Japanese Americans felt in Hall A, everything being taken and the shared experience of removal with Tribes and Vanport community.

BUILDINGS, FACILITIES & DESIGN

- Metro Expo Center should become a destination.
- Explore the idea of a cultural center more than a "museum." It should be at least 15,000 square feet.
- Have a common thread throughout the campus that ties back to the memorialization. As you traverse into different buildings to always be tied to Hall A. If someone steps into another hall, they may not even realize that Hall A exists.
- Give an architect something that is unique to design around because Expo is a unique experience and opportunity not to follow other things.
- Repurpose and reuse building materials to let things continue to live on.
- Create a view out of the parking lot — Camas Fields, Vanport, etc.
- Get back to themes that are included in décor of buildings and quotes on walls.
- Install murals/urban art on the building exteriors and it should be cohesive. [Also in Arts]
- Architecture: make it nature-based, not a concrete jungle. Highlight PNW in landscape and buildings.
- Honor and represent the historic importance of the historic halls.

ECONOMIC AND COMMERCIAL OPPORTUNITY

- Create wealth opportunities for community members like food carts for culturally specific foods and vendors. Could be an incubator-type space where the carts are provided for vendors to utilize. Could possibly partner with Small Business Administration, Small Business Development Center, or microenterprise organizations for funding and business development support.
- Include a cultural marketplace with food, produce, culturally specific crafts/local artists.

- If there is a gift shop, sell local/locally produced wares from impacted community members, and offer business development support.
- Create a community benefit fund. Add a ticket/rental fee surcharge that would fund community-oriented restorative justice work. Direct a portion for site maintenance and portion for grants or other activities. Funds could be directed toward supporting educational/cultural activities and impacted communities, communities of color. Could be used to commission artists to produce work for the site.
- Develop youth workforce/training opportunity.

EDUCATION & PROGRAMMING

- Provide online live programming and host a YouTube channel as an ongoing space to watch/learn.

Context note: "Helps ameliorate lack of space for all stories to be told."

- Consider collaboration with National Park Service to become an affiliate site and with an onsite park ranger.
- Include intergenerational learning and historical lessons.
- Link back to history using social media.
- Historical lessons.
- Have educational exhibits that connect the past to the present and highlight intersectionality in ALL buildings. This can tie in well with sports. This can include:
 - Tournaments and Harlem Globetrotters at Expo.
 - Japanese Americans died in the Vanport flood and had nowhere to go.
 - Internment of Japanese Americans.
 - University of Portland – ties to Vanport.
- Organize site's stories chronologically without placing more importance of any group over another and highlight the shared story of forced removal and how [inequities] continue into now.
 - Native Americans (Who paid the highest price?)
 - Livestock/Ranchers/Railroad.
 - Vanport (neighbor).
- Integrate technology into education through use of Virtual Reality (VR) and QR Codes.

Context note: "Augmented or virtual reality activities need the right equipment and people to support it. (It will fail.) 'Bring your own' device is often successful. JAMO has source/info on this.

- Activate the space and serve the community Include wayside interpretation and have a holistic plan that tells the story of all communities.

Context note: "Don't tell [these stories] in isolation. Look for themes, create a long-range interpretive plan."

- Develop and distribute a school curriculum to educate youth.
- Develop a visitor tour curriculum.

- Have interactive maps or kiosks that relate the history with locations and photos for Japanese American, Vanport, and Indigenous areas/waterways.

Context note: “Map it and convey what is there. Display photos and historical information. Could also be integrated and layered. Can be GIS based, could partner with universities to develop this. Replicate it online with QR code/link.”

- Print the site’s history and stories to share on tables (dining/banquet tables, display tables, etc.).
- Share audio in the tangible memorialization such as oral histories and provide a physical representation.
- Interactive things that show changes over time.
 - [Indigenous people and land] before colonization.
 - Vanport [thriving].
 - Assembly Center.
- Create an internship system at Expo in coordination with other federal Japanese American historic sites.

EVENTS & ACCESS FOR COMMUNITY

- Activate the space and serve the community by creating community access that is no cost or has significantly reduced fees. Consider how the space can serve community through access and a place for events, workshops, and learning.

Context note: “If you are providing a resource that people otherwise must pay for, it moves from intangible to tangible.”

- Host annual celebrations of history, like a celebration of Black History Month with a panel (storytellers) with themes each year. An example of a theme could be Black Excellence in the C-Suite with a Zoom link and recording for people who cannot travel or attend.
- Features should be accessible at any time/free (this has some operational considerations: bus, car, parking, parking fees, potentially building access).
- Everyone should have access.

FOOD & FARMING

- Serve First foods and rotating cultural foods.
- Share the land’s history through food.
- Have a farmers market on site and offer selling space to backyard farmers with surpluses.
- Provide a point of access for tribal-sourced foods and tell stories about those foods.
- Create a commercial kitchen to support food prep.
- Provide a space for food cultivation, agriculture, and community garden space. [Also in Natural Spaces]

NATURAL SPACES

- Create access and connection to nature, trees, and water.
- Restore the environment and use plants with significance such as cherry blossoms, native plantings identified in Native languages, and First foods. Include signage to provide botany/food cultivation education and interpretation.
- Have a medicinal/healing garden with healing plants in which all impacted communities each have medicinal plants. This could extend into workshops [about the plants and uses].
- Build a pathway from Torii gate along with walking trails that include:
 - Timelines
 - Wayside exhibits
 - Beautification
 - Place-keeping
 - Create a flow of the timeline with visuals and show the past and future
 - Open accessibility for everyone
 - Can be guided or unguided
- Create gathering places and park spaces.
- **Think Seven Generations in the future!**
- Return of hydro-functionality of space.
- Provide a space for food cultivation, agriculture, and community garden space.
- No fountains or water features – these often fail and are expensive to repair/replace!

METRO ACCOUNTABILITY & FUNDING

- Separate commercial activity from honoring history.
- Metro has policies for preferred vendors already, perhaps these should be region-wide?
- Money needs to go back to the community (with the increase in income from sports use).
- Don't segregate communities and allow everyone to contribute.
- Must have community engagement in the later master planning and interpretive planning.
- Identify things that are must-haves/non-negotiables in recommendations s.
- Give something to the community/people; serve the needs of the people.
- [Look for] unrestricted sponsorships/partnerships.
- State Cultural Resource Development Funds may be a source of funding.
- Consider contacting Tribes to partner with funding and/or support funding needs.

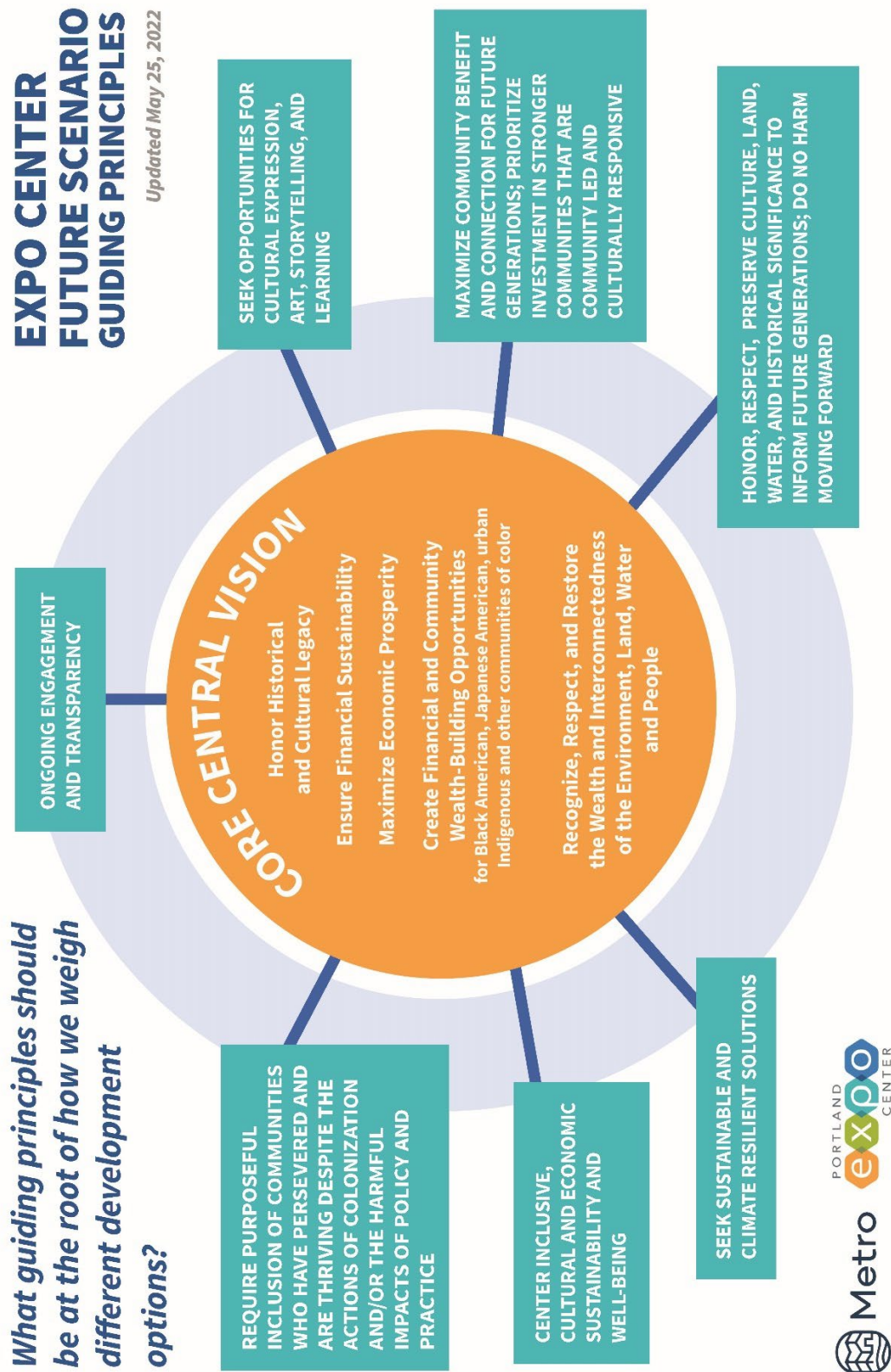
SPORTS

- Use sports to attract people so that the stories can be told.
- Offer low barrier opportunities for people to be introduced to sports.
- Link the site to bike paths for transportation and recreation.
- Have a nighttime bike ride as a fundraiser.
- Hold a Sunday Parkway at Expo.

VISIBILITY

- Access and scale.
- Achieve a scale that you cannot miss.
- Scale such as planting, gates, big built environment.

Appendix C: Expo Future Project Guiding Principles



Appendix D: Expo Future Historical Significance & Memorialization Committee Values

The Historical Significance & Memorialization Committee recommendations are made with the intent to

- Encourage people to engage and interact with the history of the site;
- Tell each community's story authentically and honestly, including stories of displacement, through this work
- Acknowledge and learn from history to address past harms and prevent oppression and marginalization of people, today and in the future.
- Describe the histories of Indigenous, Japanese American, and Vanport communities and Tribes at the Expo Center site and recognize their vibrant present and futures
- Activate the space primarily for community-driven programming, with the permission of those affected by its history
- Foster a sense of place and belonging through representation and memorialization

In addition to the Expo Future project's Guiding Principles, the Historical Significance & Memorialization Committee holds the following values.

- Serving and building community through this project
- Providing increased access to the site for community-driven programming and groups, particularly the Indigenous, Japanese American, and Vanport communities whose histories integral to the site
- Fostering opportunities for community members to connect and hear each other's stories
- Engaging and enriching a multi-generational audience
- Continuing to be transparent and to engage community in the next phases of the project
- Including Tribes' histories and connections to the site in addition to these recommendations
- Creating economic and other opportunities for members of the three impacted communities in memorialization and other work at Expo

**5.2 Resolution No. 25-5451 For The Purpose Of Redeveloping The
Portland Expo Center As A Sports-Oriented Destination Venue**
Resolutions

Metro Council Meeting
Thursday, January 9, 2025

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REDEVELOPING THE	)	RESOLUTION NO. 25-5451
PORTLAND EXPO CENTER AS A SPORTS-)	
ORIENTED DESTINATION VENUE	)	Introduced by Council President Lynn
	)	Peterson

WHEREAS, the Portland Expo Center (Expo) is a regional asset that attracts more than 300,000 visitors to as many as 100 public trade shows and community events annually; and

WHEREAS, the Metro Council and the Metropolitan Exposition Recreation Commission (MERC) seek to derive the greatest public benefit of the 53-acre property and venue and are engaging with key stakeholders and partners, including communities and partners with historic and cultural ties to Expo, business interests, interested Tribes, and Expo clients and business stakeholders to identify future uses for the Expo Center; and

WHEREAS, the sports tourism industry nationally generated direct spending impact of \$52.2 billion and total economic impact of \$128 billion and supported 757,600 full-time and part-time jobs in 2023¹; and

WHEREAS, Oregon's Athletic, Outdoor, Team and Recreation Ecosystem supports \$29 billion annually in economic impact and is growing²; and

WHEREAS, the Metro Council and MERC, recognizing Oregon's status as an international powerhouse in the sport and outdoor industry, directed staff to take measures to align Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports; and

WHEREAS, sports and recreational uses have been a part of Expo throughout its history and offer a means of interpretation of the rich and complex history of the site; and

WHEREAS, MERC, on behalf of Expo, adopted the *Portland Expo Center Revised Booking Policies and Procedures* on November 1, 2023, which offers priority booking to sporting events; and

WHEREAS, Metro has partnered with local experts in the areas of tourism and sports tourism, sports facility operation, amateur and professional athletic teams, hospitality, economic development, healthcare and more and government partners on a market and feasibility study to examine how Expo can best pivot its operations toward a sports facility as a primary market, with other uses such as consumer, live entertainment, and community events as secondary markets; received from Hunden Partners insights into management trends for sports facilities similar to those contemplated at Expo, which indicated that, increasingly, third-party management is favored at comparable sites across the country; and explored additional revenue generating opportunities for the site; and

¹ *State of the Industry Report for 2023*, Sports ETA, 2023.

² *Oregon: The State of Sport*, Portland Business Alliance, 2022.

WHEREAS, the *Expo Future Project Feasibility Study* completed by Hunden Partners in June 2024 found the Pacific Northwest and Portland regions lacking in indoor sports facilities; and

WHEREAS, Hunden Partners' updated economic impact analysis based on the preferred sports scenario for Expo Center shows the potential to generate up to 122 sporting events and 186 event days, annual visitation of more than one million guests, 53,195 new hotel room nights annually, 217 new fulltime-equivalent jobs, and \$1 billion in new direct spending over a thirty-year period, in addition to meeting unmet local demand for additional sports facilities; and

WHEREAS, the sports facilities proposed in the *Expo Future Project Feasibility Study* could meet local needs and unaccommodated demand for indoor court and ice sports and track; could expand demand for related public and private sports facilities; could add value to the community by providing more diversity in lodging, dining, and other uses; and could provide the public with the opportunity to be more engaged in recreational and competitive sports, which can aid residents' overall mental and physical wellbeing; and

WHEREAS, the Expo Future Sports & Facilities Committee has developed a Public Use Statement that identifies the need to balance sports tourism-derived events at Expo Future with regular public use of all indoor and outdoor facilities and amenities to ensure economic and social benefits to the region; and

WHEREAS, MERC adopted an identical resolution at its meeting on January 8, 2025; now therefore,

BE IT RESOLVED that the Metro Council

1. Accepts the preferred sports development scenario presented by the Expo Future Sports & Facilities Committee on December 10, 2024, and directs staff to continue to analyze and refine the scenario and provide regular updates to Metro Council as the project progresses.
2. Directs staff to propose a package of short-term, interim investments and funding sources in Metro's FY25-26 budget within 90 days of adoption of this resolution for the purpose of better preparing Expo Center to attract and to host more sporting events and tournaments, preferably regional or larger, and to generate resources that allow Expo to meet needs for public use.
3. Directs staff to bring forward the criteria for solicitation of a public-private partnership for full build out of the recommended Expo Center sports redevelopment scenario, including representation and memorialization recommendations and other required site features, by June 30, 2025, with the intent of selecting a development partner by December 2025.
4. Directs staff to ensure that implementation of actions pursuant to sports uses at Expo is supportive of and compatible with the representation and memorialization recommendations presented to the Metro Council and MERC on December 10, 2024, and that staff endeavor to accomplish expansion of sports uses and representation/memorialization of the site's histories and cultures in a way that does not commodify or cause harm to involved partners and communities.

5. Directs staff, within the current venue constraints, to continue to make every effort to pursue the sports event market including offering first priority booking to sporting events as specified in the *Portland Expo Center Booking and Scheduling Policies and Procedures* adopted November 1, 2023, and to report to Metro Council every 180 days on progress booking sports-related events.

ADOPTED by the Metro Council this 9th day of January 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 25-5451 FOR THE PURPOSE OF
REDEVELOPING THE PORTLAND EXPO CENTER AS A SPORTS-ORIENTED
DESTINATION VENUE

Date: December 16, 2024
Department: Chief Operating Officer
Meeting Date: January 9, 2025

Prepared by: Stephanie Redman
Presenter(s): Stephanie Redman,
she/they, Expo Future Project Manager
Craig Stroud, he/him, General Manager,
Visitor Venues
Length: 20 minutes

ISSUE STATEMENT

Resolution 25-5451 advances one of two key objectives of the Expo Future project:

Objective 2: Leveraging Oregon's status as an international powerhouse in the sport and outdoor industry, Metro will pivot Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

It directs staff to begin to take actions to advance the preferred sports redevelopment scenario presented by the Expo Future Sports & Facilities Committee to the Council and Metropolitan Exposition Recreation Commission (MERC) on December 10, 2024.

ACTION REQUESTED

Adoption of Resolution 25-5451, which

1. Accepts the Expo Sports & Facilities Committee's preferred sports development scenario presented on December 10, 2024; and
2. Directs staff to pursue key actions in support of implementation the preferred sports redevelopment scenario:
 - A. continue to analyze and refine the scenario and provide regular project updates to Council;
 - B. propose a package of short-term investments in Halls D & E in Metro's FY25-26 budget to better equip Expo to attract and host sporting events;
 - C. develop criteria for solicitation of a public-private partnership for full build-out of the preferred Expo Center sports redevelopment scenario, including representation and memorialization recommendations and other required site features, with the intent of selecting a development partner by December 2025; and
 - D. continue to make every effort to pursue the sports event market per the *Portland Expo Center Booking and Scheduling Policies and Procedures*.
3. States Council's intent and directs staff to ensure that actions in pursuit of the preferred sports scenario at Expo are compatible with the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* and do not commodify or cause harm to involved partners and communities.

The actions directed in Resolution 25-5451 comprise the foundation of a nine- to 12- month workplan for staff to pursue the preferred sports redevelopment scenario in Phase 3 of the Expo Future project. Assuming adoption of this resolution on January 9, 2025, the timeline for implementation of the actions directed in this resolution is as follows.

Est. Timeline	Expected Actions
January 2025	<ul style="list-style-type: none"> Resolution adopted Staff identify sports equipment needed in Halls D&E, prepare and submit budget request for funding for materials, equipment Staff continue to pursue sports event marketing to attract sporting events to Expo Center per November 2023 <i>Portland Expo Center Booking and Scheduling Policies and Procedures</i> (ongoing)
By June 30, 2025	<ul style="list-style-type: none"> Staff develop and present to Council and MERC criteria for solicitation of a public-private partnership for full build-out of the preferred Expo Center sports redevelopment scenario, including representation and memorialization recommendations and other required site features, with the intent of selecting a development partner by December 2025
August 2025	<ul style="list-style-type: none"> Staff solicit public-private partnership for full build-out of the preferred Expo Center sports redevelopment scenario (if directed by Council and MERC)
July 2025	<ul style="list-style-type: none"> Staff begin to solicit purchase and installation of sports equipment and materials in Halls D&E (assumes funding for purchase, installation) Staff provide an update on progress and sports marketing and bookings to Council and MERC
October 2025	<ul style="list-style-type: none"> Review of public-private partnership redevelopment proposals (if directed by Council and MERC)
Dec. 2025	<ul style="list-style-type: none"> Development partner selected (if directed by Council and MERC) Staff provide an update on progress and sports marketing and bookings to Council and MERC

IDENTIFIED POLICY OUTCOMES

The resolution directs further staff actions in support of Expo’s redevelopment as a community-centric sports destination venue. These actions support the **Council’s fall 2019 direction to find the highest and best public use and long-term financial sustainability of Expo** and the Chief Operating Officers’ six objectives for Phase 2 of the Expo Future project, endorsed by Council and MERC in February 2023. In particular, the actions directed in this resolution begin the process of additional evaluation and planning in pursuit of the preferred sports redevelopment scenario presented by the Expo Future Sports & Facilities Committee on December 10, 2024, to Metro Council and MERC.

POLICY QUESTION(S)

- 1) Does Metro Council accept the preferred sports redevelopment scenario presented by the Expo Future Sports & Facilities Committee to Council and MERC on December 10, 2024?
- 2) Does Metro Council direct staff to pursue the resolution’s actions (2 and 3, above) in pursuit of the preferred sports redevelopment scenario presented to Metro Council and MERC by the Expo Future Sports & Facilities Committee on December 10, 2024?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

- Whether to continue to pursue the preferred sports redevelopment scenario; and
- Direction to staff for next steps in the process.

STAFF RECOMMENDATIONS

Staff recommend that Metro Council adopt Resolution 25-5451.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Partner organizations in sports, tourism, and hospitality are very supportive of the project, particularly the prospect of adding sports facilities that can attract regional or national visitation and overnight lodging. These organizations generally recognize the project's potential to revitalize the northernmost part of Portland and to energize the region with positive development.

Expression of opposition to the project has been low to date. Some long-time Expo clients have expressed concern that their traditional show dates might change or that they may lose parking or exhibit space, but they also express excitement about the prospect of Expo Center renovations and new features that can refresh the site and make the venue a more attractive destination.

Racial Equity

Expo Future Phase 3 activities advance the following goals of Metro's *Strategic Plan to Advance Racial Equity, Diversity and Inclusion*:

- A, convening and supporting regional partners to advance racial equity;
- B, meaningfully engaging communities of color; and
- D, creating safe and welcoming services, programs, and destinations.

If or as the project evolves to include construction, business development, and job creation, it also has the potential to meet Goals C and E of the plan:

- C, a racially diverse workforce, and
- E, resource allocation that advances racial equity.

Climate Action

Sustainability is one of the Guiding Principles of the Expo Future Project. The preferred sports redevelopment scenario supports climate action goals through the following proposed activities:

- Retrofitting and reusing existing structures in pursuit of sports redevelopment at Expo
- Following Metro's Sustainable Building Practices as the project moves forward

BACKGROUND

Metro owns the Portland Expo Center ("Expo") site, a well-positioned, 53-acre employment and exhibition site at the economic center of greater Portland. Under the current business model, the long-term prospects of Expo are challenging due to the large-scale capital needs of Halls A, B, and C and the ongoing routine maintenance of the newer buildings and campus infrastructure. Pre-pandemic, Expo generated approximately \$50M in annual economic impact through 100+ public trade shows and community events that attracted. Post-pandemic, Expo attendance has declined; in 2023, annual attendance was approximately 311,000 visitors at 56 events.

The site is the largest exhibition space in Oregon, boasting 333,000 square feet of existing building area and 2,500 parking spaces. Halls A, B, and C have been in operation for more than 100 years. Halls D and E are 23 and 27 years old, respectively. Expo is adjacent to other popular sports assets such as Portland International Raceway and Delta Park, a multi-field outdoor sports complex owned by the City of Portland that hosts various youth and adult sports tournaments throughout the year.

Metro recognizes the site's pre-colonial history and importance to Indigenous Peoples. The land upon which Expo sits was previously part of a dynamic and complex network of wetlands and river channels supporting Tribes and Indigenous Peoples and their ways of life since time immemorial. In addition, given Expo's hundred-year operational history, many communities and partners in the greater Portland region have developed unique and important historical and cultural ties to the venue and surrounding area.

Specifically, the nearby Vanport Flood and World War II incarceration at the Portland Assembly Center have had lasting impacts on Black, Indigenous and Japanese American communities. Metro recognizes the past events and injustices that took place on or near the Expo property. Expo staff works with Vanport Mosaic and the Japanese American Museum of Oregon to ensure these occurrences are never forgotten.

Since 2003, Metro has been working to determine the highest and best use of the Expo Center site and to develop a plan for its financial sustainability. From 2020 to present, Metro has engaged with communities with historic and cultural ties to the site (such as the Black, urban Indigenous, and Japanese American communities), Tribes, business stakeholders, and other key partners to identify vision for the site. One outcome of this stakeholder and partner engagement was the development of the project Guiding Principles, which MERC and Metro Council adopted by resolution in spring of 2022.

In February 2023, after a multi-year, community-involved assessment of opportunities to improve the long-term financial sustainability of the Portland Expo Center, the Metro Council and the Metropolitan Exposition Recreation Commission (MERC) directed staff to focus on two overarching project objectives identified by Metro's Chief Operating Officer.

Objective 1: Metro will recognize Expo Center's Hall A as a site of national historical significance and meaningfully memorialize the site's history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

Objective 2: Leveraging Oregon's status as an international powerhouse in the sport and outdoor industry, Metro will pivot Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports.

The following table outlines the history and relevant actions of this project.

2000	Metro Council Resolution 00-3019 supports submission of a Conditional Use Master Plan to City of Portland. General components include site development plans, transportation and parking, mitigation of Expo development impacts, environmental compatibility, development review, neighborhood communication and coordination, project review procedures for future development, and public involvement. Major elements of the Master Plan include replacement and expansion of exhibit halls A, B
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	and C to match the look of Hall E and Hall D (under construction at the time). CUMP is submitted and approved in 2001.
2003	MERC completes study “Expo: A Vision for the Future” with Yost, Grube Hall architects, to replace the outdated facilities of Halls A B C, and East and West Halls with 255,000 square feet of new facilities, including an exhibit hall, meeting rooms, support facilities, landscaping and related improvements to augment Halls D and E.
2011	MERC submitted Expo Center Conditional Use Master Plan, prepared by Shiels Obletz Johnson, SERA and subcontractors to City of Portland for expansion and replacement of existing exhibition facilities –Halls A, B, and C—with a new exhibition hall similar to Hall D and E, as well as 11 other site developments.
2014	Metro commissioned Hunden Partners to provide an independent assessment of Expo governance and operations, a local competitive market analysis, and the possible impact of a new local headquarters hotel. The scope of work also included an analysis of the existing physical conditions.
2016 - 2019	From 2016 to 2019, a range of options to increase and diversify revenue streams was studied, including long-term tenancies and flexible outdoor space.
Fall 2019	At the direction of Metro Council, the Portland Expo Center Development Opportunity Study (DOS) was launched. The study’s purpose was to identify development options that could complement, support, or replace the current operations at Expo and assess its current value.
2020-2021	Metro engages with the communities and stakeholders most impacted by the site through meetings and listening sessions, and a draft set of community-driven Guiding Principles is formed.
Spring 2021	The DOS report is published, outlining nine scenarios (from logistics to film studios) the site could accommodate. MERC and Metro Council deprioritize the “sell option” and direct staff to create a solicitation process to seek creative ideas and public/private development partners for the site.
Spring 2022	MERC and Metro Council adopt the community-driven Guiding Principles developed during the DOS by resolution as part of their framework for decision-making.
Summer, fall 2022	The Request for Expressions of Interest (RFEI) is launched. Metro receives eight submittals in response to the RFEI process.
Winter 2023	Metro engages community members, Tribal and other government partners, and staff in the evaluation of RFEI submissions, culminating in the “Phase one: RFEI Findings and recommendations” report.
Spring, summer 2023	Metro Council and MERC unanimously support the COO’s recommendations for the future of Expo and Phase 2 of the Expo Future project began. In summer 2023, Metro Council and MERC endorse the proposed project governance structure and COO’s recommended next steps for the project.
Sept. 2023	Expo Future Historical Significance & Memorialization Committee, Expo Future Sport & Facility Committee, and Executive Advisory Committee begin working to fulfill their missions.

Dec. 2023 to June 2024	Hunden Partners begins to study determine the feasibility of shifting Expo Center to sports-oriented uses. The firm conducts a comprehensive market analysis and interviews dozens of local representatives of sports teams, leagues and facilities; committee members; and partner government, economic development, and tourism/hospitality organizations.
March 2024	Metro Council and MERC receive a six-month Expo Future progress report from the cochairs of the Sport & Facility and Historical Significance & Memorialization Committees and staff.
June 25, 2024	Results of the Expo Future sports feasibility study are presented to Metro Council and MERC by consultant Hunden Partners.
July to Sept. 2024	Metro engages with key communities to identify ways to honor and recognize their histories and cultures at Expo Center. Interviews, virtual discussions, in-person workshops and online input are held to gather input from urban Indigenous, Japanese American, and Vanport communities. Expo clients provide project input during a virtual discussion on August 15, 2024.
August to Nov. 2024	The Scenario Refinement Subcommittee of the Expo Future Sports & Facilities Committee analyzes all four recommended sports redevelopment scenarios identified in the sports feasibility study. Weighing multiple factors and with additional data analysis by Hunden Partners, the Subcommittee identifies a final recommended scenario, which is adopted by the Sports & Facilities Committee
March to Nov. 2024	The Expo Future Funding & Financing Task Force reviews Hunden Partners' funding models for sports redevelopment, including public private partnerships, public financing tools, and federal and philanthropic resources.
Sept. to Nov. 2024	The Historical Significance & Memorialization Committee, supported by consultants and staff, analyzes the community input and shapes its recommendations based on community input.
Nov. to Dec. 2024	Expo Center clients are invited to provide online input about the project. North Portland residents are invited to provide online input about the Expo Future project.
Dec. 10, 2024	Metro Council and MERC receive the Expo Future vision, including representation and memorialization of the histories and cultures tied to the Expo Center site, final recommended sports redevelopment scenario, and funding and financing strategies. Resolutions in support of representation and memorialization and sports are also presented for consideration.

ATTACHMENTS

1. Expo Future Sports & Facilities Committee's preferred scenario for phased sports redevelopment as shown in Expo Future Project Update, dated December 10, 2024

- Is legislation required for Council action? x Yes No
- If yes, is draft legislation attached? x Yes No
- What other materials are you presenting today? None



Expo Future Project Update

Metro / MERC
Joint Session

DECEMBER 10, 2024





Table of Contents

- 1) Project Purpose
- 2) Community Benefit
- 3) Memorialization & Representation
- 4) Scenario Refinement
- 5) Demand & Financial Projections
- 6) Economic Impacts
- 7) Project Costs & Funding Options
- 8) Short-Term Investment
- 9) Next Steps

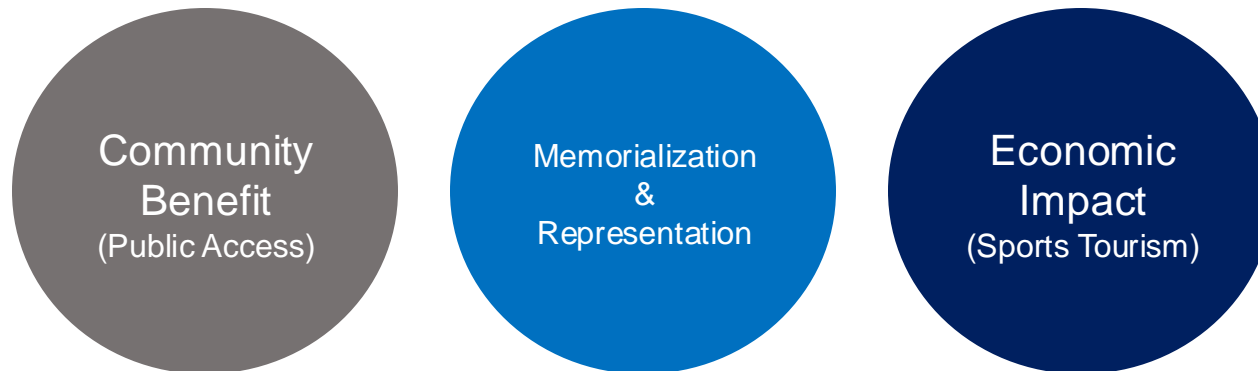


Project Purpose

The goal for Expo's future redevelopment is to be a **community-centric destination venue that prioritizes amateur, professional, and recreational sports**. Within the Sports & Facilities Committee's Public Use Statement, an emphasis is placed on the importance of striking a balance in creating a **regionally significant sports competition and tournament venue** and **ensuring local community members have reliable venue access**.

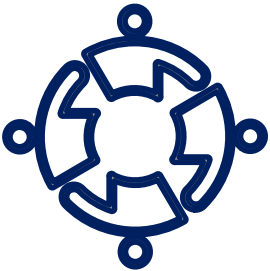
Equally important is **memorializing Expo as a site of national historic significance** given its history of forced displacement during World War II and the Vanport Floods, as well as the site's pre-colonial history and importance to Indigenous Peoples.

PROJECT PRIORITIES



Since June of this year, additional steps have been made to help advance the Project and these priorities. This includes: **1) Memorialization & Representation Recommendations, 2) Scenario Refinement, and 3) Project Funding Strategies**. The results of this work through collaboration amongst Project committees and Metro staff are outlined on the following slides.

Community Benefit



All of the scenarios initially proposed for the Project would generate additional community benefits to the residents of the Metro area and the region beyond. The Project includes an investment in community spaces, which will provide new sports and Expo attendees, along with the public, an opportunity to learn and engage in Expo’s historical significance.

The proposed sports facilities also provide the public the opportunity to be more engaged in recreational and competitive sports, which can aid in the overall mental and physical wellbeing of residents. These sports facilities would also be an attractive proposition to families considering the Metro area for relocation and aid in the retention of the Metro area’s current resident base.



Memorialization & Representation

Metro's Expo Future Historical Significance & Memorialization Committee (HSMC) guided the community input process and developed recommendations of how to represent and memorialize the histories and cultures associated with the Expo site. Committee members provided their time, talent, insightful questions and thoughtful comments, with a generosity of spirit that set the tone for their work.

Throughout Metro's community engagement process, more than 140 members of urban Indigenous, Japanese American and Vanport communities generously shared their perspectives during interviews, virtual conversations, in-person workshops and online. Partner organizations, including Epworth United Methodist Church, Japanese Ancestral Society of Oregon, Japanese American Museum of Oregon, and Vanport Mosaic, provided outreach to their respective communities and hosted many of the workshops. Formal and informal community ambassadors also provided outreach and encouraged community participation in this process.

HSMC recommends that Expo's future include memorialization and representation of Impacted Communities: urban Indigenous, Japanese American, and Vanport communities, which are the three primary groups with significant historical ties to Expo and its surrounding land and water. HSMC's recommendations reflect both the pain of their histories and the joy of and pride in their ongoing community presence. The committee recommends that features that represent histories and cultures be located throughout the Expo site, indoors and out, and not concentrated in any single area. Specifics on design and placement will be identified in the next phase of planning in close collaboration with Impacted Communities.

For a complete version of recommendations for memorialization and representation recommendations, please refer to the *Expo Future Historical Significance and Memorialization Committee Recommendations Report* of November 2024.



Scenario Refinement

Scenario Recap

To the right are the four scenarios that resulted from the market study completed earlier this year. These scenarios show a range of facilities that could generate more sports tourism versus more local demand. In all scenarios, it is expected these facilities would be accessible to the public, at least on weekdays with the goal of tournaments driving weekend activity.

Scenario 1



2 Ice
Sheets



9 BB /
18 VB



200m
Track



1 Turf
Field

Scenario 2



2 Ice
Sheets



9 BB /
18 VB

Scenario 3



1 Ice
Sheet



6 BB /
12 VB



1/2 Turf
Field

Scenario 4



2 Ice
Sheets



9 BB /
18 VB



200m
Track



1 Turf
Field



Training
Facility

Eliminated Scenarios

Through the work of the **Scenario Refinement Subcommittee**, numerous scenarios or elements were eliminated:

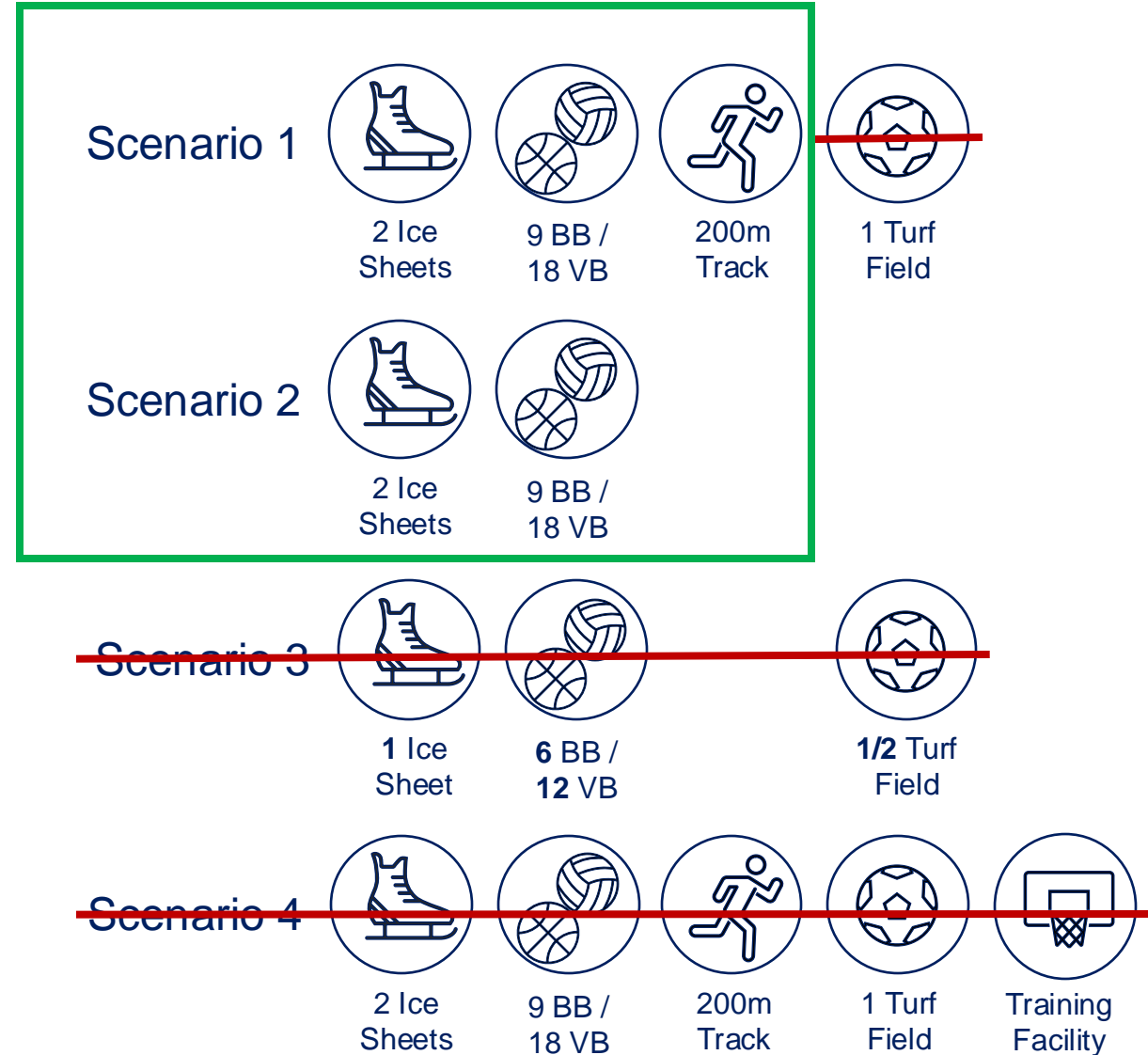
- **No** Scenario 4 - No Professional Basketball Training Facility (at Expo)
- **No** Turf Field (all scenarios)

Hunden also does not recommend moving forward with the following development options:

- **No** Scenario 3 (reduced sports tourism potential)
- **No** standalone Track Facility (underutilization)

This left Scenario 1 (without a turf field) or Scenario 2, with the difference being a portable 200m banked track being utilized within the court facility during a portion of the year. Due to conflicting basketball, volleyball, and track seasons, it was recommended the portable 200m banked track instead be designated for short-term placement within Halls D&E during track season rather than the court facility.

The following slides shows the site concept plan for the recommended new redevelopment scenario for Expo.

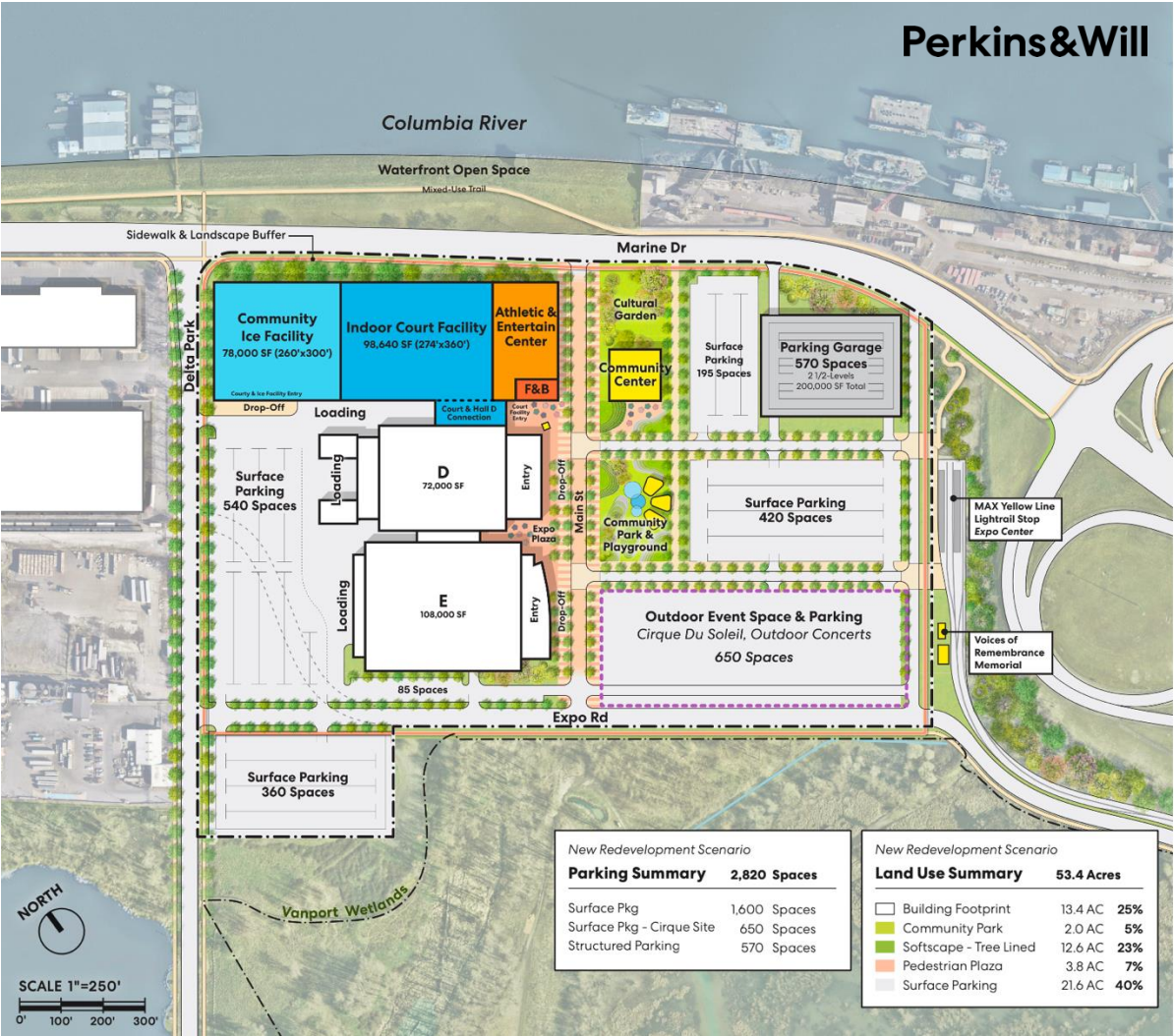


New Redevelopment Scenario

Developed by Perkins&Will, the site concept to the right shows the proposed new sports facility development scenario for the Expo site.

This includes not only a twin-sheet ice facility, but also a Hall D-connected 9 basketball court (16 volleyball court) facility, along with on-site amenities including sports support spaces, food and beverage space, and a family entertainment center.

Centralized on the site is a 15,000 SF community center surrounded by a community garden, park and playground envisioned to be used as gathering space for the public and communities affected by Expo’s history.



New Redevelopment Scenario

Court & Ice Facility

Program Summary

- Existing Expo Halls D&E
- Temporary Outdoor Events / Cirque Du Soleil Repurpose of Historical Hall Materials
- Pedestrian connection around site

New Sports Facilities (Indoor) 176,640 SF

Community Ice (2 Ice Sheets)	78,000 SF
Court Facility (9 BB, 18 VB)	98,640 SF

On-Site Amenities 85,120 SF*

Athletic and Entertainment Center 65,170 SF*

Fitness/Training	12,000 SF
Sports Medicine	3,000 SF
Meeting Space/Classrooms	6,000 SF
Offices	8,000 SF
Family Entertainment Center	15,000 SF
Food & Beverage	5,000 SF

Community Space 15,000 SF

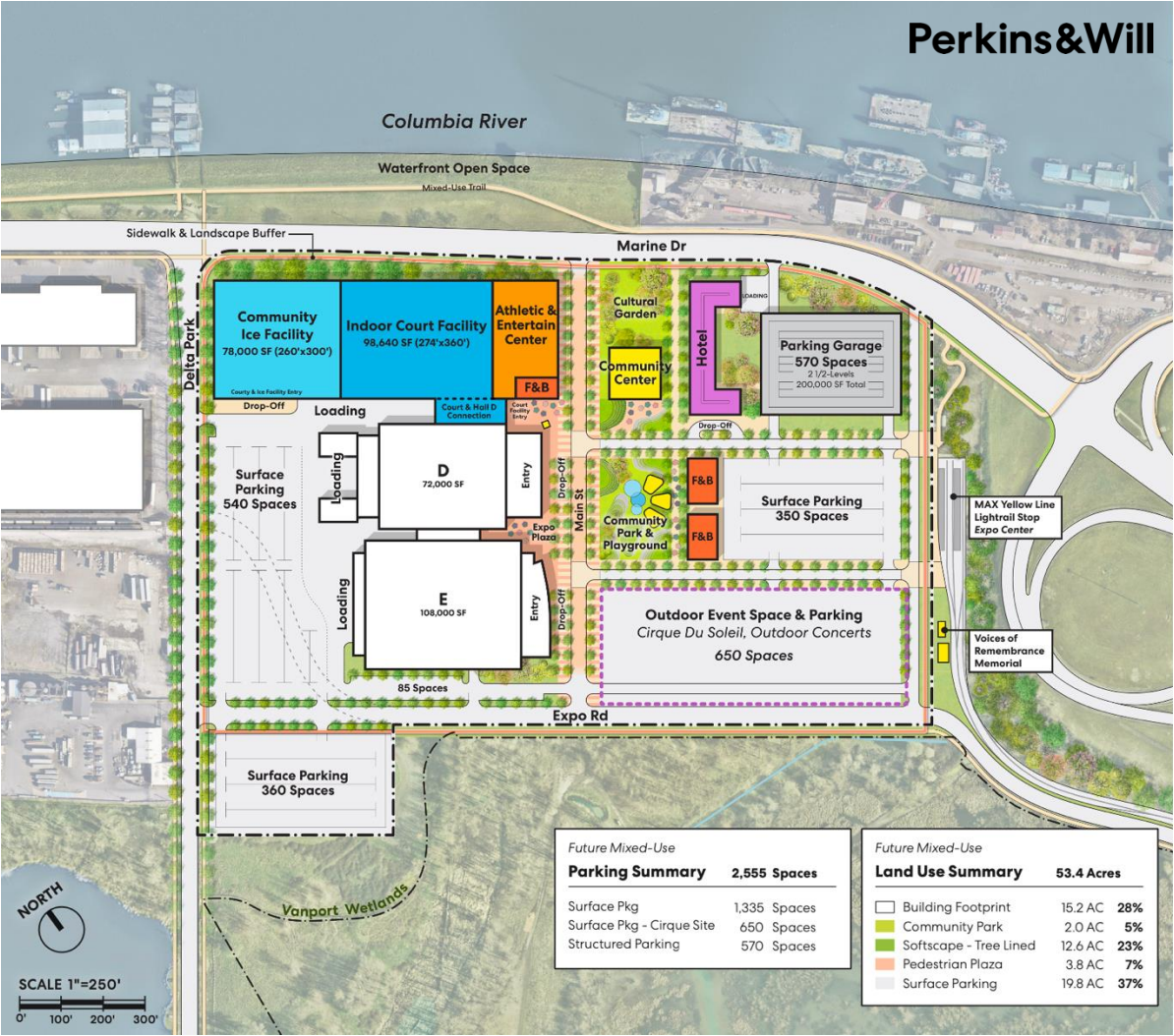
Community/Event Space	15,000 SF
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*Subtotal plus Grossing Factor

Future Mixed-Use Development

As these new facilities stabilize and as the local hotel and retail market continues to rebound, additional private development is recommended for the Expo site over the long-term to help support projected overnight visitation and increase on-site spending.

This second concept shows the placement of a 120-key select-service hotel and 15,000 SF of additional restaurant space, creating more density on-site, encouraging visitors to linger longer from increased convenience and walkability.



New Redevelopment Scenario - Future Mixed-Use

Court & Ice Facility

Program Summary

- Existing Expo Halls D&E
- Temporary Outdoor Events / Cirque Du Soleil Repurpose of Historical Hall Materials
- Pedestrian connection around site

New Sports Facilities (Indoor) 176,640 SF

Community Ice (2 Ice Sheets)	78,000 SF
Court Facility (9 BB, 18 VB)	98,640 SF

On-Site Amenities 85,120 SF*

Athletic and Entertainment Center 65,170 SF*

Fitness/Training	12,000 SF
Sports Medicine	3,000 SF
Meeting Space/Classrooms	6,000 SF
Offices	8,000 SF
Family Entertainment Center	15,000 SF
Food & Beverage	5,000 SF

Community Space

Community/Event Space	15,000 SF
-----------------------	-----------

On-Site Amenities (Future Mixed-Use) 69,000 SF

Hotel	120-Keys / 54,000 SF
Food & Beverage	15,000 SF

*Subtotal plus Grossing Factor

Project Renderings – Aerial View

The image to the right shows an aerial rendering of the proposed new redevelopment scenario including a future hotel and restaurants.



Project Renderings – Aerial View

The image to the right shows a zoomed in view of the proposed new redevelopment scenario including a future hotel and restaurants.



Project Renderings – Ground Level View

This image shows a rendering of the ground level view of the **athletic & entertainment center** along Main Street.



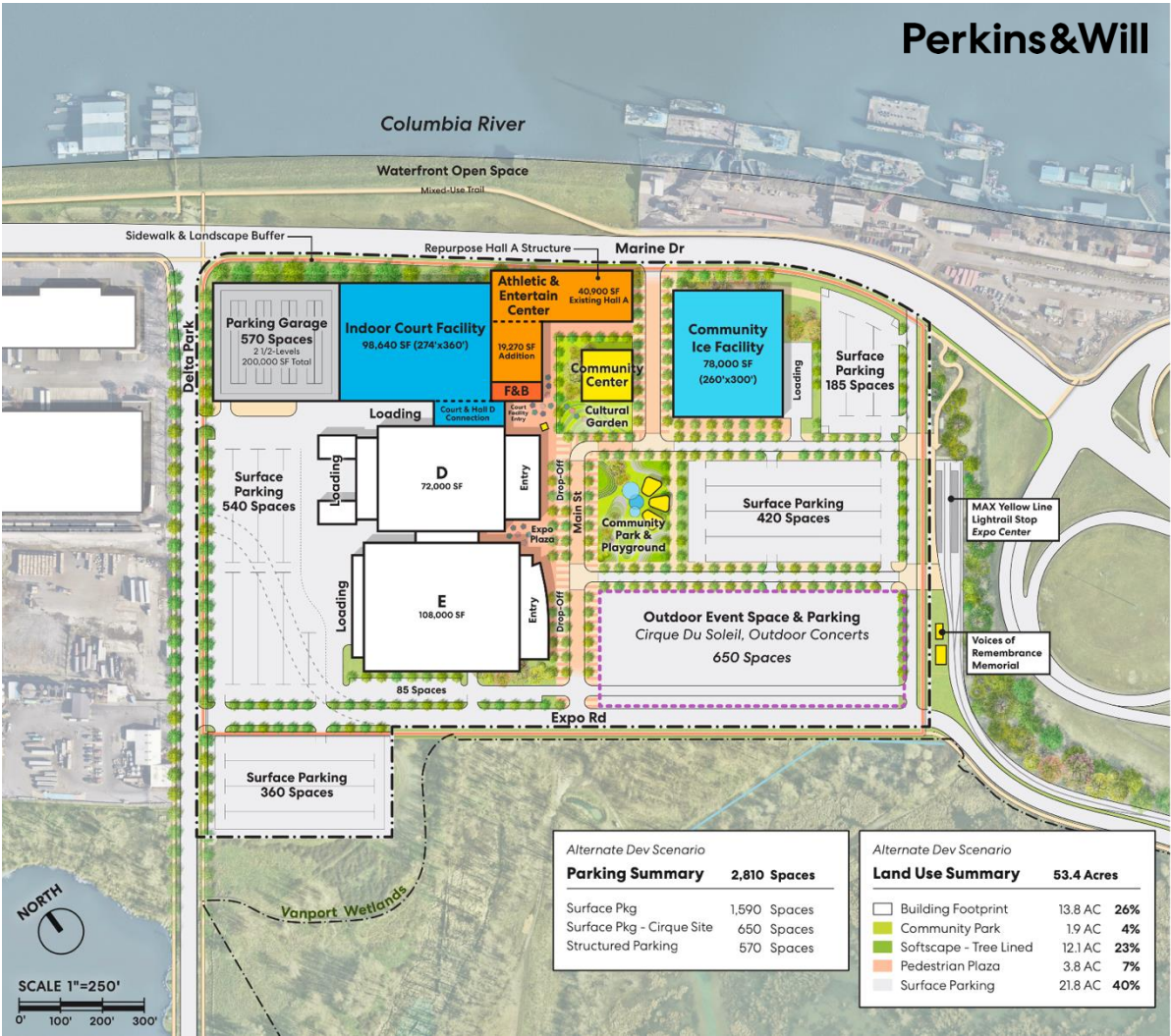
Project Renderings – Ground Level View

This image shows a rendering of the ground level view of the **community center** along Main Street from Marine Drive.



Alternate Scenario – Repurposing of Hall A

Developed by Perkins&Will, the site concept to the right shows the alternate redevelopment scenario that includes the repurposing of Hall A.



Alternate Development Scenario - Repurposing of Hall A

Court & Ice Facility

Program Summary

- Existing Expo Halls D&E
- Temporary Outdoor Events / Cirque Du Soleil Repurpose of Historical Hall Materials
- Pedestrian connection around site

New Sports Facilities (Indoor) 176,640 SF

Community Ice (2 Ice Sheets)	78,000 SF
Court Facility (9 BB, 18 VB)	98,640 SF

On-Site Amenities 85,120 SF*

Athletic and Entertainment Center 65,170 SF*

Fitness/Training	12,000 SF
Sports Medicine	3,000 SF
Meeting Space/Classrooms	6,000 SF
Offices	8,000 SF
Family Entertainment Center	15,000 SF
Food & Beverage	5,000 SF

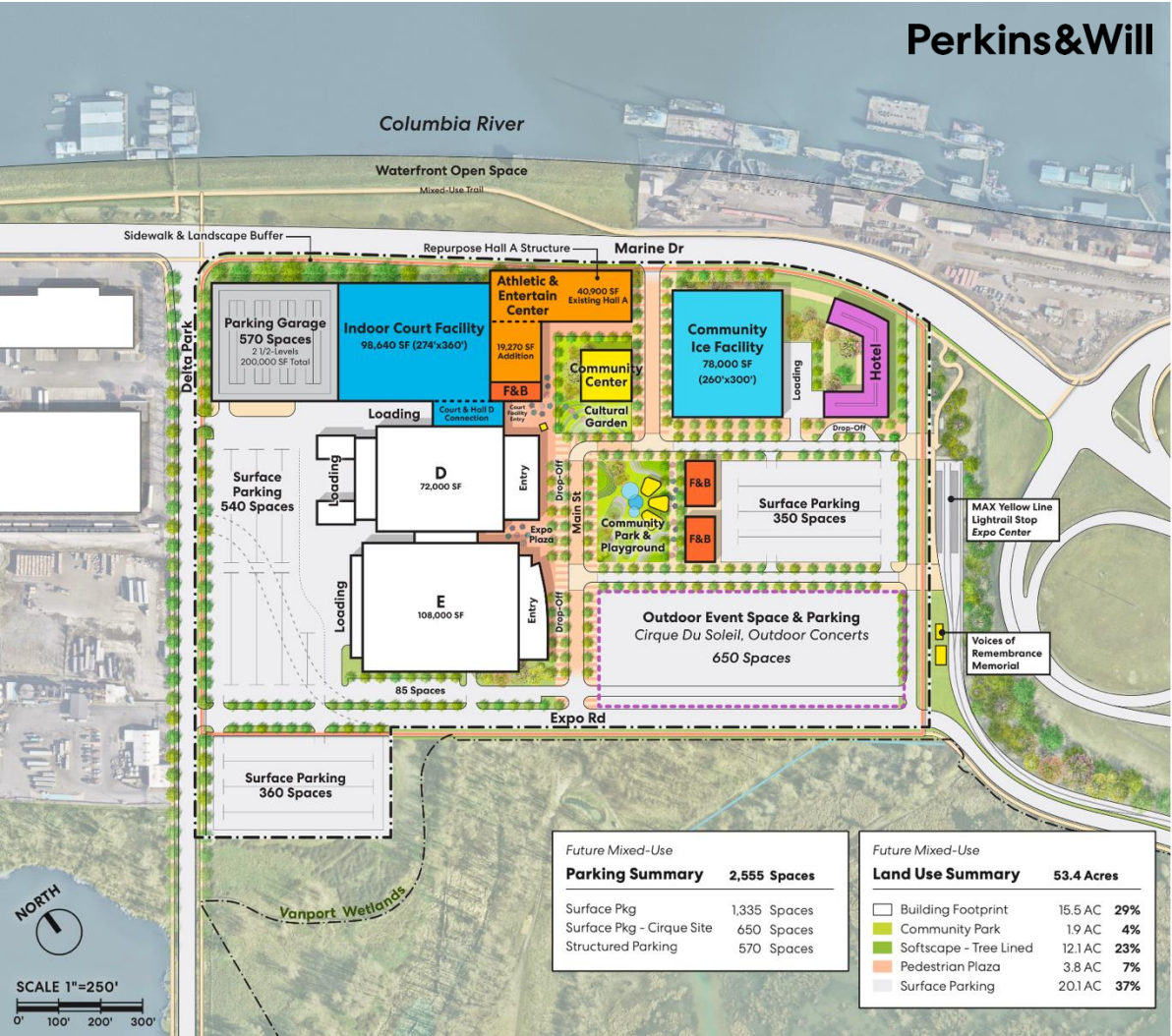
Community Space 15,000 SF

- Community/Event Space

*Subtotal plus Grossing Factor

Alternate Scenario – Future Mixed-Use

This site plan shows the alternate redevelopment scenario, including the proposed future hotel and additional restaurant space.



Alternate Development Scenario - Repurposing of Hall A - Future Mixed-Use

Court & Ice Facility

Program Summary

- Existing Expo Halls D&E
- Temporary Outdoor Events / Cirque Du Soleil
- Repurpose of Historical Hall Materials
- Pedestrian connection around site

New Sports Facilities (Indoor) 176,640 SF

Community Ice (2 Ice Sheets)	78,000 SF
Court Facility (9 BB, 18 VB)	98,640 SF

On-Site Amenities 85,120 SF*

Athletic and Entertainment Center 65,170 SF*

Fitness/Training	12,000 SF
Sports Medicine	3,000 SF
Meeting Space/Classrooms	6,000 SF
Offices	8,000 SF
Family Entertainment Center	15,000 SF
Food & Beverage	5,000 SF

Community Space 15,000 SF

Community/Event Space 15,000 SF

On-Site Amenities (Future Mixed-Use) 69,000 SF

Hotel	120-Keys / 54,000 SF
Food & Beverage	15,000 SF

*Subtotal plus Grossing Factor



Demand & Financial Projections

Sports Facility Events

Based on Hunden’s analysis of the market and discussions held with national sports facility operators, Hunden projected the number of stabilized events and event days for the new development scenario.

Ice tournament projections were developed based on feedback from the Winterhawks team. Meetings and classes are projected to be an an additional opportunity as it relates to potential sports academies and related sports education.

Sports Facility Stabilized Event Projections (Year 3)	
Events	
Basketball Tournaments	12
Volleyball Tournaments	16
Pickleball Tournaments	6
Wrestling Meets	4
Cheer/Dance	8
Ice Tournaments	18
Meetings / Classes	58
Total	122
Event Days	
Basketball Tournaments	24
Volleyball Tournaments	32
Pickleball Tournaments	12
Wrestling Meets	8
Cheer/Dance	16
Ice Tournaments	36
Meetings / Classes	58
Total	186
Source: Hunden Partners	

Sports Facility Attendance

Hunden also projected stabilized attendance based on comparable facilities and the market opportunity in the Metro area.

Public use and daily rentals are based on the assumption that the court facility would be available to the public during weekday daytime hours, available for rental on weekday nights, and available for tournaments on the weekends.

Ice facility public use and tournament attendance was estimated based on feedback of potential programming and utilization by the Winterhawks team.

Attendance projections for the family entertainment center (FEC) and community space only include non-sports attendees and do not include attendees visiting the facility for sports.

Sports Facility Stabilized Attendance Projections (Year 3)	
Public Use	116,640
Daily Rentals	124,740
Ice Facility Use	608,408
Basketball Tournaments	54,000
Volleyball Tournaments	134,400
Pickleball Tournaments	2,880
Wrestling Meets	14,400
Cheer/Dance	30,000
Ice Tournaments	30,240
Meetings / Classes	2,880
Family Entertainment Center (Non-Sports Visitors)	20,000
Community Space (Non-Sports Visitors)	10,000
Total Attendance	1,148,588
Source: Hunden Partners	

Expo Events

The proposed sports facilities could have an impact on the future performance of Expo’s existing facilities. Either Halls ABC would be deconstructed or just Hall A would be repurposed for sport facility support spaces and community space.

There are a number of events that require more space than what Halls D and E provide which could result in lost attendance and revenues due to the elimination of the exhibit space in Halls ABC. Hunden projects that attendance and revenues for events that currently use all five halls would reduce by 50 percent, and attendance and revenues for events that currently use three halls would reduce by one-third.

Due to the presence of the new sports facilities, it is expected that Expo will be able to host additional larger sporting events (from 9 to 14), and that there is the potential for additional concerts / entertainment due to recent increase in demand for this at Expo.

A major outdoor event is assumed as well, which could include a Cirque event or a long-run fair / festival or a family show.

For comparison, Expo hosted 56 events over 202 event days in FY 2023. Increases to this baseline are reflected in more consumer shows, concerts / entertainment, and sporting events.

Expo Stabilized Event Projections (Year 3)

Events	
Consumer Show	37
Concert / Entertainment	4
Major Outdoor Event	1
Sporting Event	14
Meeting / Seminar	6
Banquet	2
Other	5
Total	69
Event Days	
Consumer Show	111
Concert / Entertainment	8
Major Outdoor Event	50
Sporting Event	42
Meeting / Seminar	12
Banquet	2
Other	5
Total	230

Source: Hunden Partners

Expo Attendance

Expo attendance estimates were projected based on FY 2023 average event attendance and the projected number of events by type in each scenario.

In FY 2023, Expo events generated approximately 311,000 attendees. With incremental increases in consumer shows, concerts / entertainment, and sporting events, attendance for these event types are projected to increase from FY 2023.

Expo Stabilized Attendance Projections (Year 3)	
Consumer Show	148,000
Concert / Entertainment	32,000
Major Outdoor Event	80,000
Sporting Event	77,000
Meeting / Seminar	3,450
Banquet	550
Other	500
Total Attendance	341,500

Source: Hunden Partners

Financial Projections

The table to the right outlines the stabilized financial projections (Year 3) for the sports and Expo facilities. Hunden utilized FY 2023 averages for Expo facility rental revenues per event type, concessions/catering per caps, parking per caps, other event charges per event, and admission fees as a baseline for its projections of operating revenues. Sports facility assumptions were confirmed with national sports facility operators.

Rental revenues consist of court rentals along with building rental. It is assumed that the ice facility is based on a lease structure, whereby the Winterhawks pay a lease per square foot plus common area maintenance (CAM) reimbursements and are responsible for their own facility staff and operating expenses. The Winterhawks would then retain any program and other revenues generated within the ice facility; however, parking, F&B, and family entertainment center (FEC) revenues are assumed for ice facility spectators and public users.

For spectators and public users for the sports facilities, per cap concessions/catering (Food & Beverage or F&B) and FEC revenues were assumed. Parking revenues were assumed for sport tournament spectators and Expo events (events utilizing Halls D&E) only. Based on the scope of the scenario programs, it is anticipated the facility would generate new naming rights and sponsorship revenues.

Hunden assumed a full load of full-time personnel and part-time labor would be needed for the sports facility, in addition to current staff at Expo. It is also assumed a private management company would operate the facilities. Currently Expo is allocated a share of Metro CAP expenses. In FY 2024, this amounts to approximately \$950,000. If Expo moves to a private management structure, this cost allocation will need to be revisited. To be conservative, however, Hunden included this expense in the projections. It was also assumed approximately half of historical rentals and related revenues of utilizing parking lots may be lost due to the need to utilize parking on a more daily basis for the sports facilities.

Projected net operating income may appear high, but Expo would be more unique compared to some other indoor sports facilities in that it can charge for parking (only assumed for tournament spectators and Expo events) and includes a FEC that generates significant additional revenues for the facility. Without these revenues and related expenses, the facility would operate at or below breakeven. Expo also currently funds approximately \$1 million in Expo debt service annually, which will be paid off in FY 2025.

Combined Expo / Sports Stabilized Financial Projections (Year 3)		
Revenues (000s)		
Rental Revenues	\$	4,551
Concessions / Catering (Net)	\$	1,328
Parking (Net)	\$	2,834
Event Charges	\$	1,135
Family Entertainment Center (Net)	\$	762
Admission Fees	\$	169
Advertising & Sponsorship	\$	191
Other Revenues	\$	93
Total	\$	11,064
Expenses (000s)		
Personnel & Labor	\$	3,492
Metro Cost Allocation	\$	1,008
Operating Expenses	\$	3,438
Management Fees	\$	297
Total	\$	8,235
Net Operating Income (000s)	\$	2,830
Source: Hunden Partners		



Economic Impacts

New Visitation

In total, Expo (Halls D&E) and the proposed court and ice facility are projected to **generate approximately 1.5 million total annual visits and approximately 96,000 total room nights in total annually.**

It is recommended that **“Stay to Play” measures** be implemented for sporting events at a minimum to ensure a significant portion of these room nights are not lost to Vancouver. Assuming these measures are in place, **85 percent of new room nights** are assumed would be captured in Portland. Total new room nights projected in Portland due to the Project are estimated at over 81,000 annually, 53,000 of which are assumed to be net new.

Combined Expo / Sports Stabilized New Visitation	
Total Visits	1,490,088
Net New Daytrips	604,764
Net New Overnights	156,333
Total Room Nights	95,714
Net New Room Nights	62,583
Total New Room Nights Captured in Portland (85%)	81,357
Net New Room Nights Captured in Portland (85%)	53,195
Source: Hunden Partners	

New Impacts

The table to the right outlines the combined net new economic, fiscal, and employment impacts for the new development scenario.

Net new daytrips, overnights, and room nights have a direct impact on new spending and related new earnings and jobs in the local economy. Due to assumed “Stay to Play” measures, overall projected impacts have increased due to a higher share of new room nights assumed are generated in Portland.

Projected tax impacts are also significant, with higher net new room nights to Portland generating more net new county and city hotel taxes.

Combined Expo / Sports New Impacts (millions) - 30 Years	
Net New Spending	
Direct	\$ 1,089
Indirect	\$ 426
Induced	\$ 206
Total	\$ 1,722
Net New Earnings	
Direct	\$ 471
Indirect	\$ 188
Induced	\$ 98
Total	\$ 757
Net New Jobs (actual)	
Direct	217
Indirect	87
Induced	43
Total	348
Construction Jobs (actual)	
	2,098
Net New Transient Lodging Taxes	
Multnomah County (5.5%)	\$ 22.0
Portland City (6.0%)	\$ 24.0
Total	\$ 46.0
Source: Hunden Partners	



Project Costs & Funding Options

Project Costs

Perkins&Will developed rough order of magnitude cost estimates for the two scenarios. Estimates include hard and soft costs, along with a 20 percent contingency.

These cost estimates also include a three-year escalation and amount to an approximate 15-percent increase in the budget from today’s dollars.

Net profits from Expo and the new facilities are projected to be sufficient to cover capital reserve funds over this period.

Current cost estimates are based on gross area calculations and per square foot cost assumptions for each building project and type. It is assumed that the cost of repurposing of Hall A will be comparable to new construction. A feasibility study on existing conditions and systems that would determine what components of Hall A are salvageable would be part of a more comprehensive master plan and design process.

Project Cost Estimates (millions)			
	New Redevelopment Scenario		Alternate Development Scenario
Sports Facilities			
Community Ice Facility	\$	67.6	\$ 67.6
Court Facility	\$	87.0	\$ 87.0
Total	\$	154.6	\$ 154.6
Support Amenities			
Athletic & Entertainment Center	\$	56.5	\$ 59.3
Community Center	\$	18.3	\$ 18.3
Total	\$	74.8	\$ 77.6
Site Costs			
Expo Main Street & Pedestrian Plaza	\$	5.5	\$ 5.5
Community Park / Playground & Parking	\$	7.0	\$ 7.0
Cultural Garden & Green	\$	2.1	\$ 2.1
Seasonal Outdoor Event Space & Parking	\$	7.2	\$ 7.2
Westside Parking Lot	\$	10.2	\$ 10.2
Structured Parking	\$	35.9	\$ 35.8
Total	\$	67.9	\$ 67.8
Existing Halls			
Existing Hall Deconstruction / Repurposing	\$	2.6	\$ 1.7
Total	\$	2.6	\$ 1.7
Total Project Costs	\$	299.9	\$ 301.7
Source: Perkins&Will			

Funding Options

This table outlines potential public funding options for the Project as identified through the work of the **Expo Future Funding & Financing Task Force**. These funding mechanisms would require significant political will to undertake. Due to the high economic impact and community benefit of the proposed Project, however, public investment is warranted and also needed given the Project’s financial feasibility gap.

It is likely a combination of these financing tools will be needed to successfully fund the Project. While operating profits for the Project are projected to be significant and could be a potential source of capital funding, it is crucial that not only upfront capital required is funded, but also a long-term capital improvement plan to maintain the Project as a state-of-the-art facility in the region in the future.

Net estimated bond proceeds from these potential revenue streams are very preliminary based on conservative debt assumptions including 2x debt service coverage and a 20-year amortization. Having Metro’s full faith and credit backing would keep bond interest rates low, and potentially improve upon the term and coverage needed, which could in turn increase net bond proceeds available to fund the project.

Given current market conditions for residents and ongoing recovery of the hospitality market, it is not assumed that an increase in property taxes or transient lodging taxes is a likely source of funding for the Project currently.

Expo Funding Options Summary						
Source	Description	Baseline Annual Revenues	Estimated Net Bond Proceeds	Voter Approval Required	Stability	Adequacy
Targeted Funding Sources						
VFTA	Expo Budgeted Allocation	\$ 1,500,000	\$ 10,000,000	No	Mid	Low
VFTA	Motor Vehicle Rental Tax	\$ 7,900,000	\$ 50,000,000	No	Mid	Mid
Solid Waste Excise Tax	Inc. of \$8.5M	\$ 8,500,000	\$ 54,000,000	No	High	Mid
Potential Future Additional Funding Sources						
Property Tax	Inc of \$0.07/\$1,000 of AV	\$ 15,500,000	\$ 99,000,000	Yes	High	High
Metro-Wide TLT	New Tax (1%)	\$ 10,000,000	\$ 64,000,000	No	Mid	Mid
County or City TLT	Inc. in Tax (1%)	\$ 6,000,000	\$ 38,000,000	No	Mid	Mid
Source: Metro						

Short-Term Investment

Short-Term Solution

Due to the high capital and investment cost required under the new development scenario, a **\$10-15 million investment in Halls D&E** has been proposed to help drive more sporting events to Expo. This would involve the installation of sports equipment such as hoops, nets, and sport court flooring during a portion of the year along with portable seating and investments in A/V and F&B. While this lower investment could lift the number of sporting events hosted at Expo, **it would likely not create the impact this project is hoping to achieve and is not a long-term solution for the set-out goals for the future of Expo.** Below highlights the pros and cons of reverting to this strategy.

ADVANTAGES

- Lower cost and public funding required
- Additional sporting events and related impacts
- Short-term solution for long-term plan
- Sports-ready ancillary facility for larger events in the long-term

DISADVANTAGES

- Potential loss of existing Expo business, contingent upon booking priorities and windows / lead times
- Lack of competitiveness due to lack of desired amenities / infrastructure and overall appeal
- Does not address ice demand / opportunity
- Does not allow for ongoing public / community benefit
- Potential lack of material new economic impacts – new local spending, room nights, and jobs
- Risk of loss of momentum for achieving long-term goals

Hall D&E Investment

To date, Expo staff has determined Halls D&E's capacity for court sports to help estimate the cost of investing in Halls D&E to be sport ready in the near future. Total court capacity between both halls is 18 basketball courts or 24 volleyball courts.

While each of these Halls have the available floor print to hold a number of courts at or above what is proposed for the new court facility, it is a not a long-term solution for the project, due to:

- Existing Expo business and priority events
- Reduced competitiveness with other purpose-built sports facilities because of lack of:
 - Sports support facilities
 - Training / fitness space
 - Classrooms
 - Offices
 - Food & Beverage infrastructure
 - Family Entertainment Center

Hall D

8 BB /
10 VB
Courts

Hall E

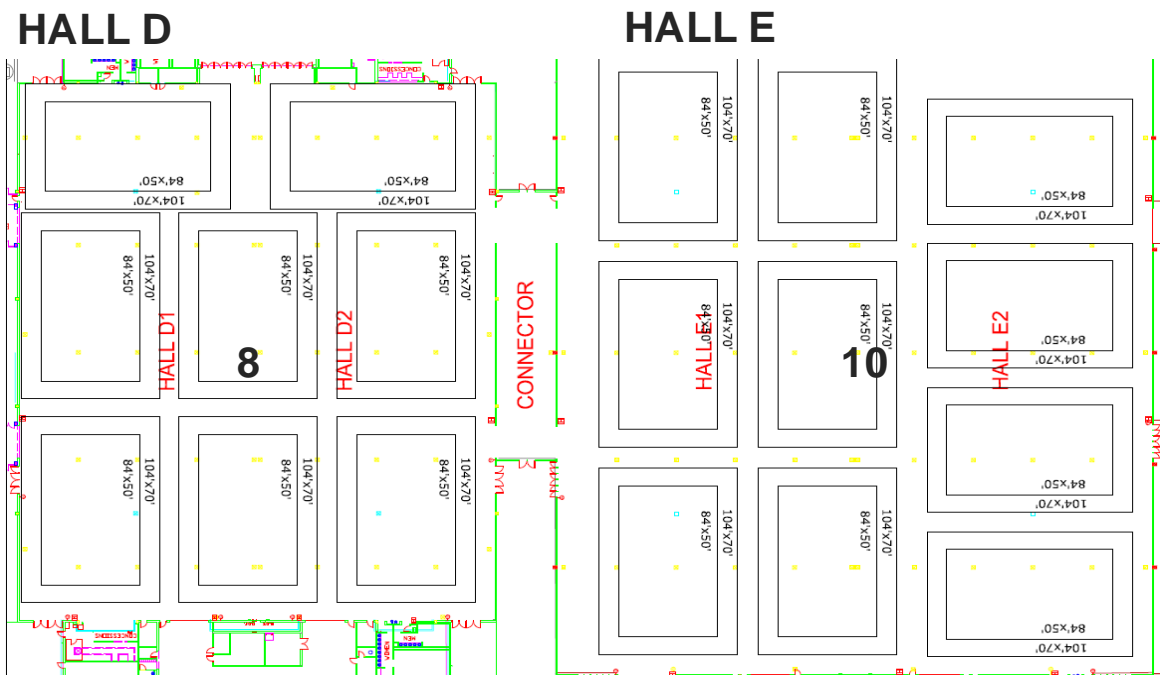
10 BB /
14 VB
Courts

Total

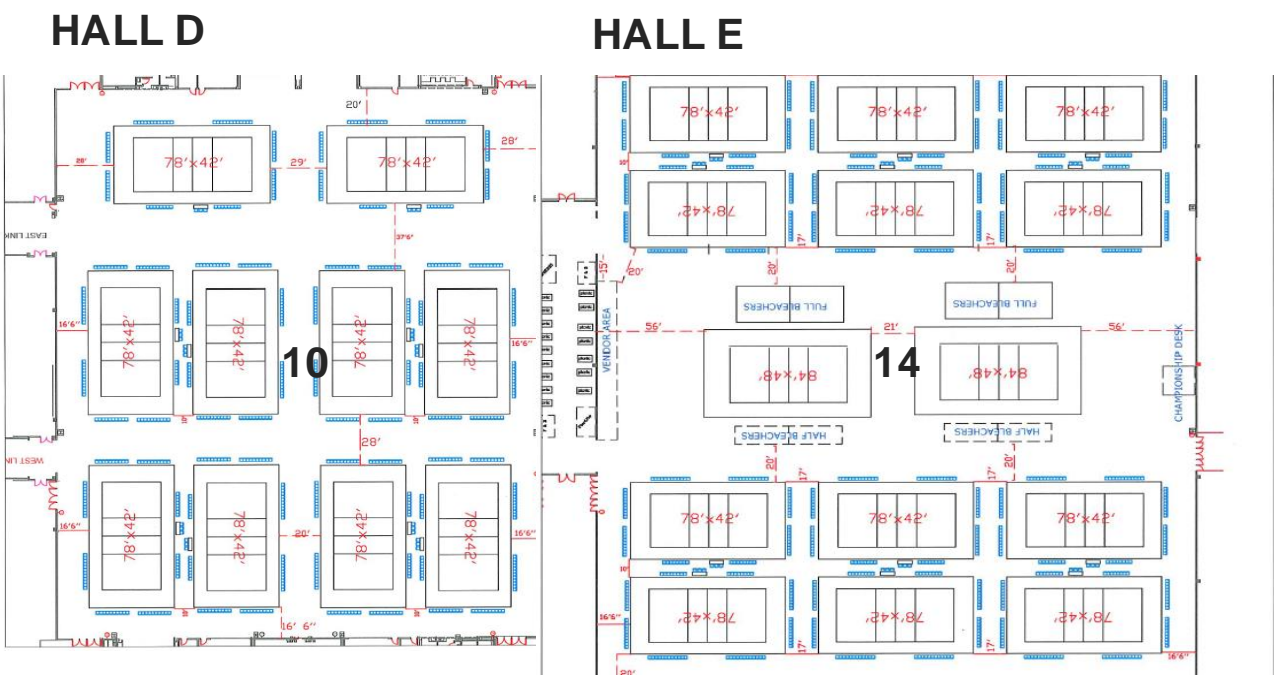
18 BB /
24 VB
Courts

Hall D&E Court Layouts

The figures below show the proposed court layouts for Halls D&E, under both a basketball and volleyball court set-up.



Basketball



Volleyball

Recommendations

While **investment in Halls D&E** for court-based sports is a wise **short-term solution** for Expo due to the time it will require to secure funding for the project and complete construction, **Hunden does not recommend shifting to this investment strategy alone.**

A pivot to focusing on just an investment in Halls D&E poses the **risk of losing the momentum behind the purpose of this collective effort**, resulting in other capital projects to take priority over the long-term.

Without investment in dedicated and purpose-built sports facilities or the full program recommended for the complex, Portland may **not be able to generate the sports tourism it desires, provide sports-related support** (training / fitness space, offices, classrooms) **or provide attractive amenities for non-sports participants** (diverse F&B offerings, family entertainment center). Without these new facilities, Portland will also **not be able to provide an ongoing community benefit** needed to warrant such public investment.

A multi-purpose 9-court basketball / 18-court volleyball facility and twin ice sheet complex provides the highest opportunity for generating both impactful sports tourism and local public use across a variety of sports. As these new sports facilities are developed, this opens up Halls D&E to be utilized temporary for placement of a portable 200m banked track during track season. Additional investment in a standalone track facility is not recommended as it that would be underutilized for most of the year and come with additional capital investment. With the removal of the turf field and professional basketball training facility, overall capital costs are greatly reduced without significantly reducing projected new spending and room nights, and new jobs that such a facility will support both on-site and in the local economy.

Hunden strongly recommends proceeding with this new sports facility development program as well as pursuing an investment in Halls D&E, with recommended next steps outlined on the following slides.



Next Steps

Next Steps

The following are recommended next steps for proceeding with investment in Halls D&E. A number of these beginning tasks could occur simultaneously.

- 1) Due Diligence
 - a) Third party facility / infrastructure analysis to further define:
 - i. Costs
 - ii. Requirements (e.g. storage)
 - iii. Limitations (e.g. rigging)
 - b) Review of Booking Policies and Priorities
 - i. Determine approach to existing clients versus new (sports) business including legacy clients, booking priorities / windows, etc.
 - ii. Determine any adjustments required to current Expo booking policies to provide priority to sports
 - *Example: For event dates Jan-Mar, non-sports groups can only hold dates less than 12 months out*
 - c) Develop demand and financial projections and economic impacts to determine return on investment
- 2) Approval of Funding
- 3) Construction of Project

Next Steps

The following are recommended next steps for proceeding with the long-term capital investment plan for Expo, which include the Investment in Halls D&E. A number of these beginning tasks could occur simultaneously.

1. Investment in Halls D&E (steps outlined in prior slide)
2. Site Planning
 - a) Defined Memorialization - within buildings and throughout the site
 - b) Transportation, Parking, & Infrastructure Analysis – multimodal, connectivity, site circulation, interstate project / light rail impact, zoning, etc.
 - c) Building Requirements – defined program, front of house, back of house, etc.
3. Adjusted Site Concepts & Renderings
4. Detailed Cost Estimates
5. Public Funding Plan
6. RFQ / RFP Process for various Development Partners
7. Funding / Construction of Project
8. Project Opening



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Hunden Partners is a full-service real estate development advisory practice specializing in destination assets.

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- Real Estate Market & Financial Feasibility
- Economic, Fiscal & Employment Impact Analysis (Cost/Benefit)
- Organizational Development
- Public Incentive Analysis
- Economic and Tourism Policy/Legislation Consulting
- Research & Statistical Analysis
- Developer Solicitation & Selection

The firm and its principal have performed more than 1,000 studies over the past 28 years, with more than \$20 billion in built, successful projects.



APPENDIX



Prior Development Scenarios

Scenario 1

Max Tournaments & Local Utilization



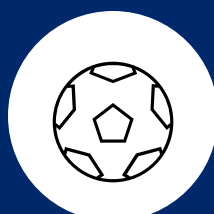
2 Ice Sheets



9 Basketball / 18 Volleyball Courts



200m Track



1 Full-Size Turf Field



694,000 New Annual Daytrips



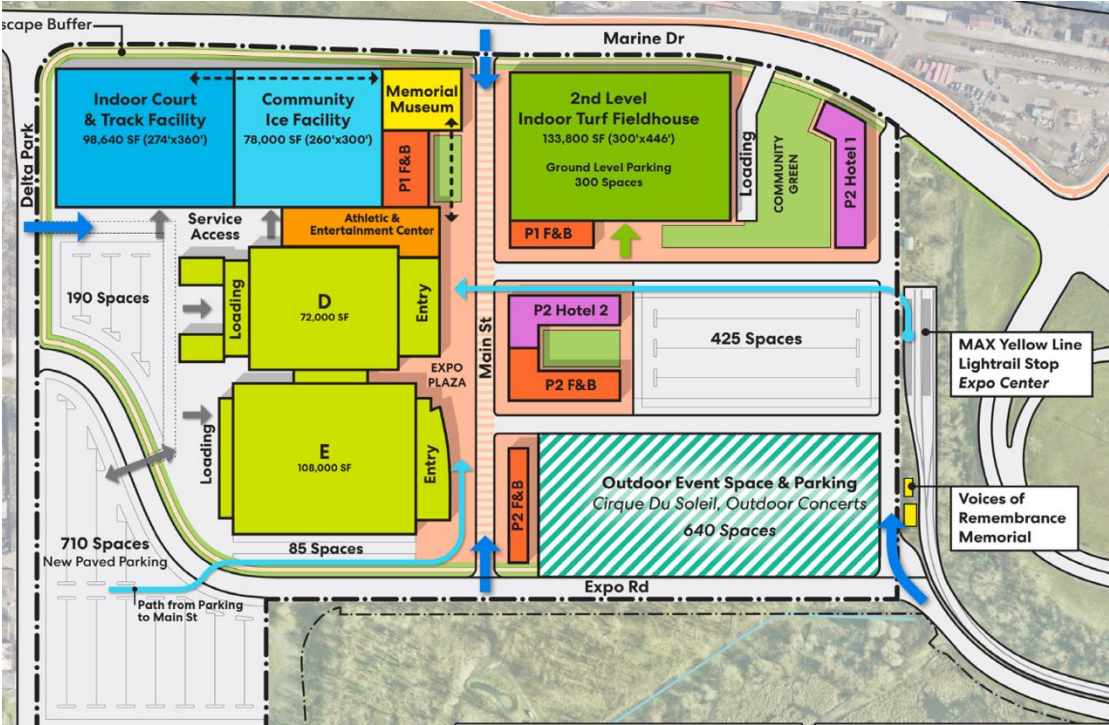
69,000 New Annual Room Nights



223 New Direct FTE Jobs



\$381M Capital Investment



Scenario 2

Max Court / Ice
Tournaments & Local
Utilization – No Turf / Track



2 Ice
Sheets



9 Basketball /
18 Volleyball
Courts



563,000 New
Annual Daytrips



62,000 New Annual
Room Nights



146 New Direct
FTE Jobs



\$261M Capital
Investment



Scenario 3

Local Tournaments &
Focus – No Track



1 Ice
Sheet



6 Basketball /
12 Volleyball
Courts



1 Half-
Size Field



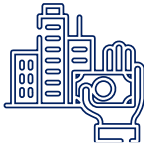
274,000 New
Annual Daytrips



21,000 New Annual
Room Nights



63 New Direct
FTE Jobs



\$226M Capital
Investment



Scenario 4

Max Tournaments, Local Utilization & Professional Basketball Training Facility



2 Ice Sheets



9 Basketball / 18 Volleyball Courts



200m Track



1 Full-Size Turf Field



Training Facility



703,000 New Annual Daytrips



69,000 New Annual Room Nights



224 New Direct FTE Jobs



\$446M Capital Investment





Additional Renderings

Project Renderings – Aerial View

The image to the right shows an aerial rendering of the proposed new redevelopment scenario excluding a future hotel and restaurants.



Project Renderings – Aerial View

The image to the right shows an aerial rendering of the proposed new redevelopment scenario excluding a future hotel and restaurants.



Project Renderings – Aerial View

The image to the right shows an aerial rendering of the proposed new redevelopment scenario including a future hotel and restaurants.



Project Renderings – Aerial View

The image to the right shows a zoomed in view of the proposed new redevelopment scenario including a future hotel and restaurants.



Project Renderings – Ground Level View

This image shows the ground level view of the athletic & entertainment center along Main Street.



Project Renderings – Ground Level View

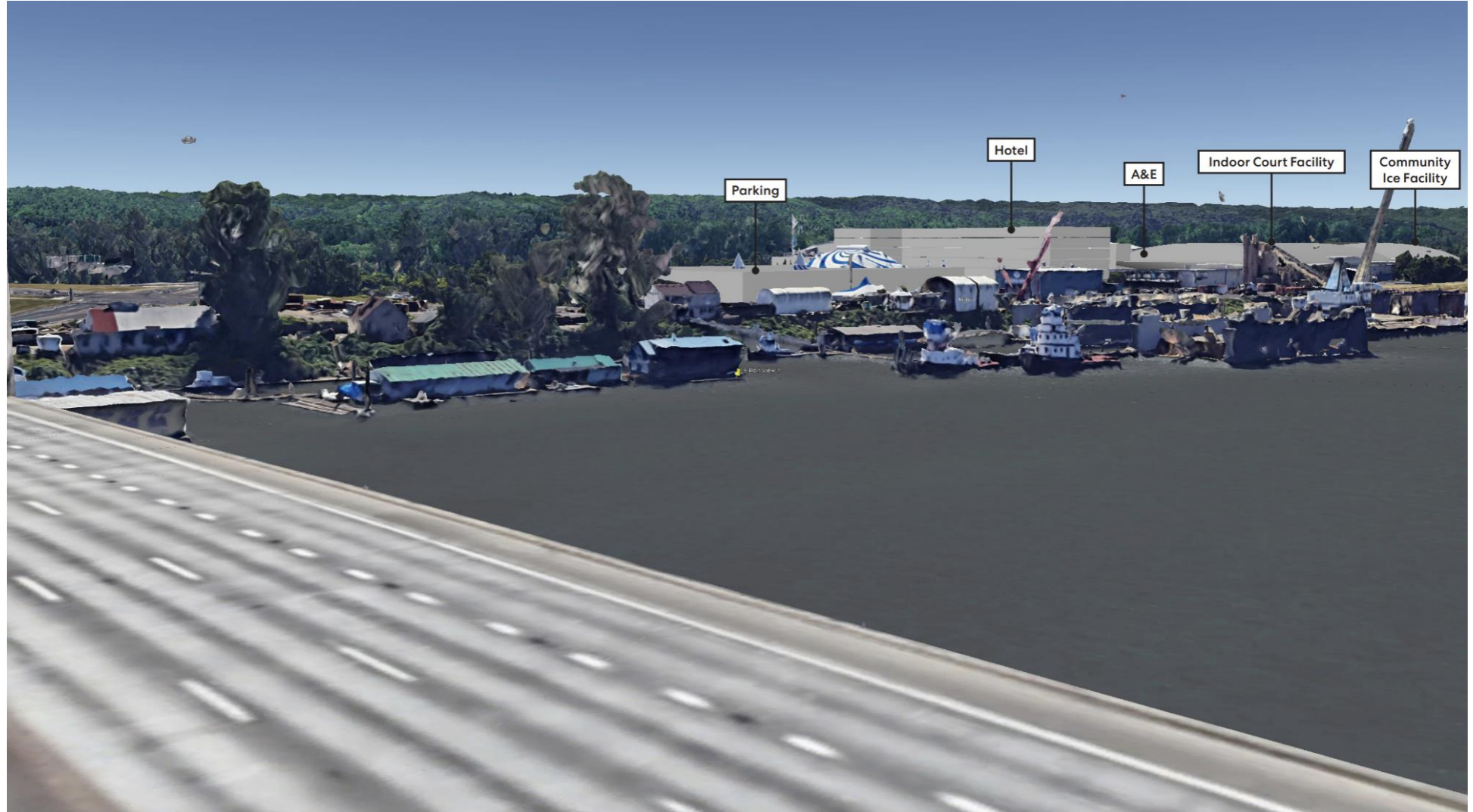
This image shows the ground level view of the community center along Main Street from Marine Drive.



Google Earth Massing View

This image shows the viewpoint of the proposed facilities from I-5 traveling south over the Columbia River.

Having visibility from roadways with high traffic counts can present signage and sponsorship opportunities for a development.



Google Earth Massing View

This image shows the viewpoint of the proposed facilities from the Martin Luther King Jr Boulevard overpass to Marine Drive.



Materials following this page were distributed at the meeting.

January 9, 2025

For the record, my name is Rebecca Quinn, and I am the Board President for Family Promise of Tualatin Valley

Council president and members of council:

Family Promise of Tualatin Valley is a non-profit whose mission is to equip vulnerable families and individuals to end the cycle of homelessness through a community-based response. We accomplish this by providing emergency shelter, food and services that include case management, mentoring, financial literacy classes and job readiness support to homeless and at-risk families.

FPTV was formed in October 2017 as a grassroots effort to address family homelessness and is an affiliate of a national organization. We opened our doors to children and their families in March 2019 by hosting 3 to 5 families at a time in a rotational shelter model. Over 90% of those families went into stable housing. With the onset of the COVID-19 pandemic, we moved to a hotel-based model and were able to expand the number of households we serve to 15. When Washington County reached out to us to add 22 rooms of family winter shelter with SHS funding, we expanded and 21 of those households went into stable housing. By the end of 2021 we were operating 40 rooms of family shelter year-round. We became a low barrier shelter and still had a rehousing success rate of 77%.

In June of 2023, through a Project Turnkey state initiative, partnered with support from Washington County and the City of Tigard, FPTV purchased a hotel to use as a 70 room permanent shelter site. While we do not have all of our data finalized yet, we do know that in 2024, FPTV sheltered 445 individuals, close to half of whom were children.

Most of this growth and success can be attributed to receiving financial support from SHS. Inadequate case manager staffing at shelters means longer stays and less stable outcomes. Lack of rental assistance and case management post re housing leads to additional episodes of homelessness. Fewer shelter beds mean families sleeping on couches, in cars or on the street.

The Board of Directors of FPTV is asking the Metro council to take the time needed to understand the work that has been done over the past 3 years and the systems that have been built. Take time to understand the progress that is now being made. Take time to speak with service providers about what they deem to be essential services and take time to understand the impact that cuts will have on families in our community.

Thank you for your consideration.



Date: January 9, 2025

To: Metro Council

CC: Metropolitan Exposition Recreation Commission

From: Roosevelt High School Basketball Program

Subject: Support for Youth and High School Basketball in Expo Future Project

Good morning Council President Peterson and Metro council members.

My name is Jonathan Maus, you know me as the founder and editor of BikePortland, but I'm not here today to talk about bicycling or transportation. I'm here to talk about basketball. Specifically youth and high school basketball.

Back in November I started a second career as a youth basketball coach for Roosevelt High School. I'm head coach of their 7th grade team, which is made up of 12 amazing kids from three north Portland middle schools that feed into the high school.

I'm here with Roosevelt High School Basketball Program Director, Varsity Head Coach and last season's Portland Interscholastic League Coach of the Year, Jamarr Lawson.

I know Coach Law and I are late to the Expo Future project, but we're here today to bring youth and high school basketball to the table. When I looked over project documents, I didn't see anyone representing the kids and families we work with. I know the focus thus far has been on the economics of the plan, and the need to attract major tournaments or a professional team to anchor a training facility, but we are the voice of a grassroots community of basketball players, coaches, and parents that desperately need access to more courts in north and northeast Portland.

Basketball season is underway right now. It's cold and wet and we need to play and practice indoors. But indoor gym space is very scarce in north and northeast Portland. The lack of courts is a limiting factor on the size and success of our school programs. Last night my son's eighth grade practice at Roosevelt was cancelled at the last minute because the gym was double-booked with other activities. This is a relatively common occurrence. In the entire north Portland peninsula west of I-5 to Kelley Point Park, there are only two indoor, regulation-sized

courts available for use in practices and games for all Portland Public School students. And with so many sports and other activities needing that space, finding time for basketball teams is a huge challenge.

In other parts of the city and region, many families pay expensive fees for private coaches and clubs to ensure access to gyms. But the families we work with in north Portland cannot afford this luxury. We need more places for them to play. And Coach Law and I, and hundreds of families are here to support this project and to partner with you and the Metropolitan Exposition Recreation Commission to make sure any new basketball courts built at Expo Center come with a community agreement that allows PPS teams to have access to those facilities.

When it comes to tournaments, Portland is losing out big-time to Vancouver and other places. Having a location like Expo Center to host our own tournaments would be transformative. In the past month my family and I have driven cars over the river into Vancouver many times to attend tournaments. When we get there, we pay \$10-12 per person just to watch our kids play — this is on top of team registration fees. And don't get me started about all the fossil fuels being burned to attend these games.

Imagine a future where the Expo Center has been redeveloped with 9 basketball courts and an agreement with a new North Portland Basketball League to host large regional tournaments. The revenue could go back into our community, giving more kids and families access to the profound benefits of this team sport. And imagine a partnership with PPS that gives local middle school and high school teams access to these courts. It would unlock vast potential for youth basketball development in our area.

Then imagine all these kids and families hopping on the MAX Yellow Line on N Interstate Ave and riding bikes together on the bike lanes on N Denver, the Columbia Slough path and the future bike path along North Expo Road.

Basketball is a powerful force in the lives of many young people in this region. It builds character, strengthens bonds, and has a positive impact on their mental and physical health. Please keep youth and high school basketball in mind as you move forward with the Expo Future Project.

Thank you,

Jonathan Maus
Head Coach 7th Grade
Roosevelt High School Basketball Program
jmaus@pps.net

Jamarr Lawson
Director and Varsity Head Coach
Roosevelt High School Basketball Program

Georgia Langer

From: Wufoo <no-reply@wufoo.com>
Sent: Friday, December 20, 2024 9:13 AM
To: Legislative Coordinator
Subject: [External sender]Submit testimony to Metro Council [#302]

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name * Kim Marshall

Email * kim@phcwc.org

Address



15055 SW GINGKO CT
sherwood
United States

Your testimony

Please find attached my memo outlining my concerns regarding the proposed SHS reform. You have received numerous letters from my staff, and I am incredibly proud of them for speaking out and sharing these important stories.

Our request is not to stop the reform, but to slow it down. We need more time to fully understand our system and, in turn, come together for a more collaborative effort between Metro and the counties. This will allow us to create a solution that can gain support from the community.

I understand that this has been an ongoing conversation for the past year. Due to the tensions with the counties, negotiations are only just beginning, and we require additional time to reach a resolution.

**Attach a
file**



[project_homeless_connect_ed_metro_memo.pdf](#) 1.25 MB • PDF

**Is your
testimony
related to**



363 SE 6th Avenue
Hillsboro, OR 97123

503-201-2631 
kim@phcwc.org 
www.phcwc.org 

Date: December 9, 2024

To: Metro Council President Lynn Peterson
Metro Councilor Ashton Simpson
Metro Councilor Christine Lewis
Metro Councilor Gerrit Rosenthal
Metro Councilor Juan Carlos Gonzalez
Metro Councilor Mary Nolan
Metro Councilor Duncan Hwang
Washington County Chair, Kathryn Harrington
Multnomah County Chair, Jessica Vega Pederson
Clackamas County Chair, Tootie Smith

I am writing to express my deep concerns regarding the proposed changes to the use of Supportive Housing Services (SHS) funds. Approved in 2020, these funds are a vital part of our region's efforts to combat homelessness. While we've seen significant progress, I am worried that Metro is considering proposals that could destabilize this progress. If implemented without significant adjustments, these changes may provoke strong opposition from the community.

At this crucial moment, with the potential decline in federal funding, it is vital that we maintain unity. Counties, Metro, and service providers must collaborate as one, particularly when seeking voter support. I believe Metro has an opportunity to refine its approach in a way that strengthens the work already underway in each county. Metro should reassess several of the proposed policy changes.

The SHS levy has had a significant impact on our community. While it took time for jurisdictions to establish systems, hire staff, and for community-based agencies to build their capacity, we are now reaching and serving more people with greater success than ever before. Our approach must remain both regional in scope and responsive to the distinct needs of individual counties, enabling us to tackle local challenges while keeping the larger picture in mind.

One proposal of concern is the requirement for counties to allocate significant funds to Metro, which would then recreate existing infrastructures. This plan presents several issues. First, it would result in substantial cuts to funding for current services. Second, it seems Metro would use these funds to hire staff for tasks that are

already being effectively handled by community organizations. Lastly, it is unclear how Metro would secure the necessary funding for services associated with any housing they develop. A more effective approach would be to allow counties the flexibility to invest in housing based on local needs and available one-time funds.

While the impacts of homelessness on cities are undeniable, addressing them through city-specific solutions undermines the regional systems approach. This risks fragmenting our response and diverting resources away from critical services. The voter-approved funds were never intended for city infrastructure, and we cannot afford to redirect these resources to unrelated projects.

Metro is collecting substantial funding, and the five percent allocated for administrative costs will soon surpass \$20 million annually, in addition to significant tax collection expenses. If resources are to be directed toward regional efforts, it may be prudent to reduce this percentage from five percent to three percent, as even a small reduction would have a meaningful impact. I also suggest allowing inflation adjustments for services to remain flexible over time. Redirecting service funds to Metro and cities would have a significant negative impact, especially considering the expected decline in tax revenues.

I am also concerned about a proposal to cap future funding to counties, which requires further discussion, information, and careful consideration. This decision must reflect the full scope of the system's needs and should be part of an open community dialogue.

This is an important moment for our community to come together and demonstrate the progress we've made. The collaborative work between the nonprofit sector and county staff has been successful, and we should be proud of our achievements. While I am always open to finding ways to improve, we must ensure that we do not undo the progress we've made. A modest reduction in revenue to extend the tax makes sense, but reducing funding by over \$100 million annually, disconnecting capital decisions from services, and diminishing flexibility would be detrimental. Fragmenting programs and deviating from a systems-based approach would be counterproductive.

I hope that all involved government agencies will collaborate to create a proposal that focuses on the needs of those facing housing insecurity and homelessness. We have made significant progress, and while there is always room for improvement, consistency and collaboration are key to moving forward.

In Community,

A handwritten signature in black ink, appearing to read 'Kim Marshall', with a stylized, wavy line extending from the end.

Kim Marshall
Executive Director, Project Homeless Connect

an item
on an
upcoming
agenda? *



Metro



Metro Council Expo Future Resolutions

January 9, 2025

Expo Future Objectives

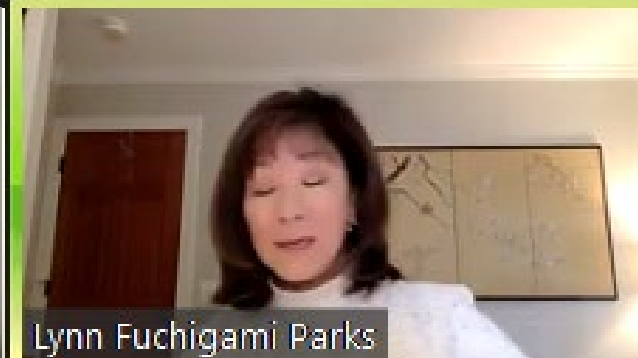
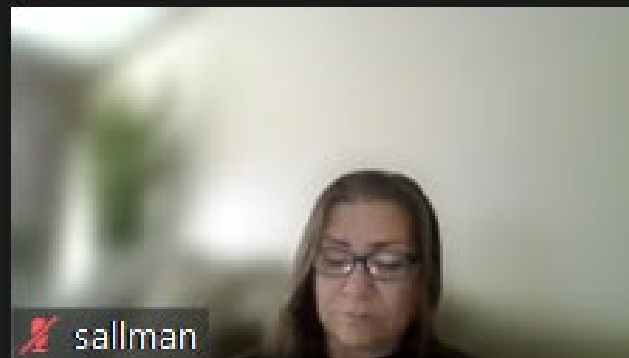
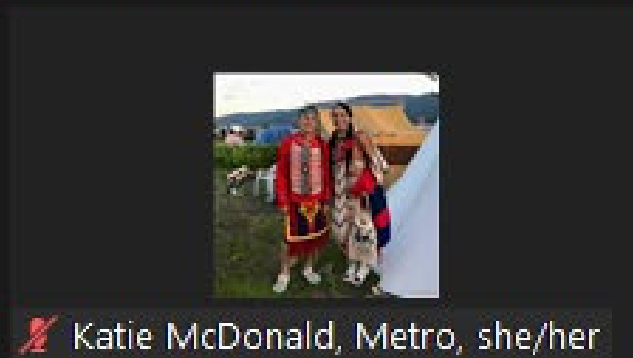
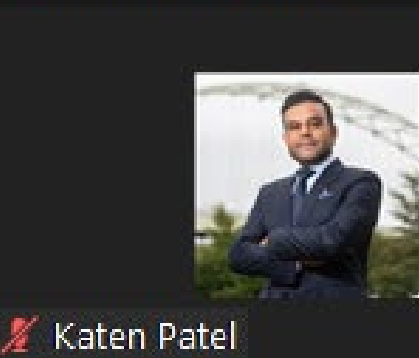
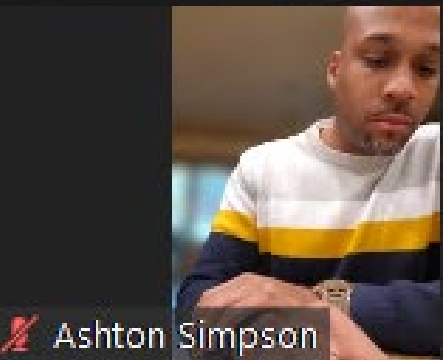
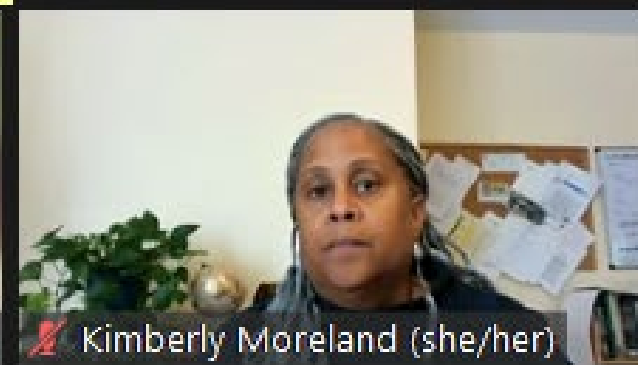
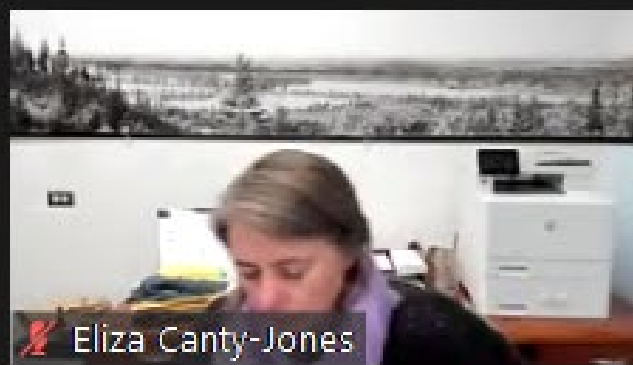


Recognize the area as a **site of national historical significance and meaningfully memorialize** the site's history of forced displacement during World War II and the Vanport Floods, as well as pre-colonial history and importance to Indigenous Peoples.



Leverage Oregon's status as an international powerhouse in the sport and outdoor industry to pivot Expo to a community-centric destination that prioritizes amateur, professional, and recreational sports .

Representation and Memorialization: HSMC



Representation and Memorialization: engagement



Representation and Memorialization

Categories of Recommendations

- Art
- Buildings, Facilities & Design
- Community Access
- Economic Development Opportunities
- Educational Programming & Stories
- Metro Accountability
- Natural Spaces
- Sports

Sports Redevelopment



Sports Redevelopment

Priority sports uses

Scenario 1



2 Ice
Sheets



9 BB /
18 VB



200m
Track



1 Turf
Field

Scenario 2



2 Ice
Sheets



9 BB /
18 VB

~~Scenario 3~~



1 Ice
Sheet



6 BB /
12 VB



1/2 Turf
Field

~~Scenario 4~~



2 Ice
Sheets



9 BB /
18 VB



200m
Track



1 Turf
Field



Training
Facility

Sports Redevelopment

Preferred Sports Scenario

Investment in Halls D&E

Hall D
8 BB /
10 VB
Courts

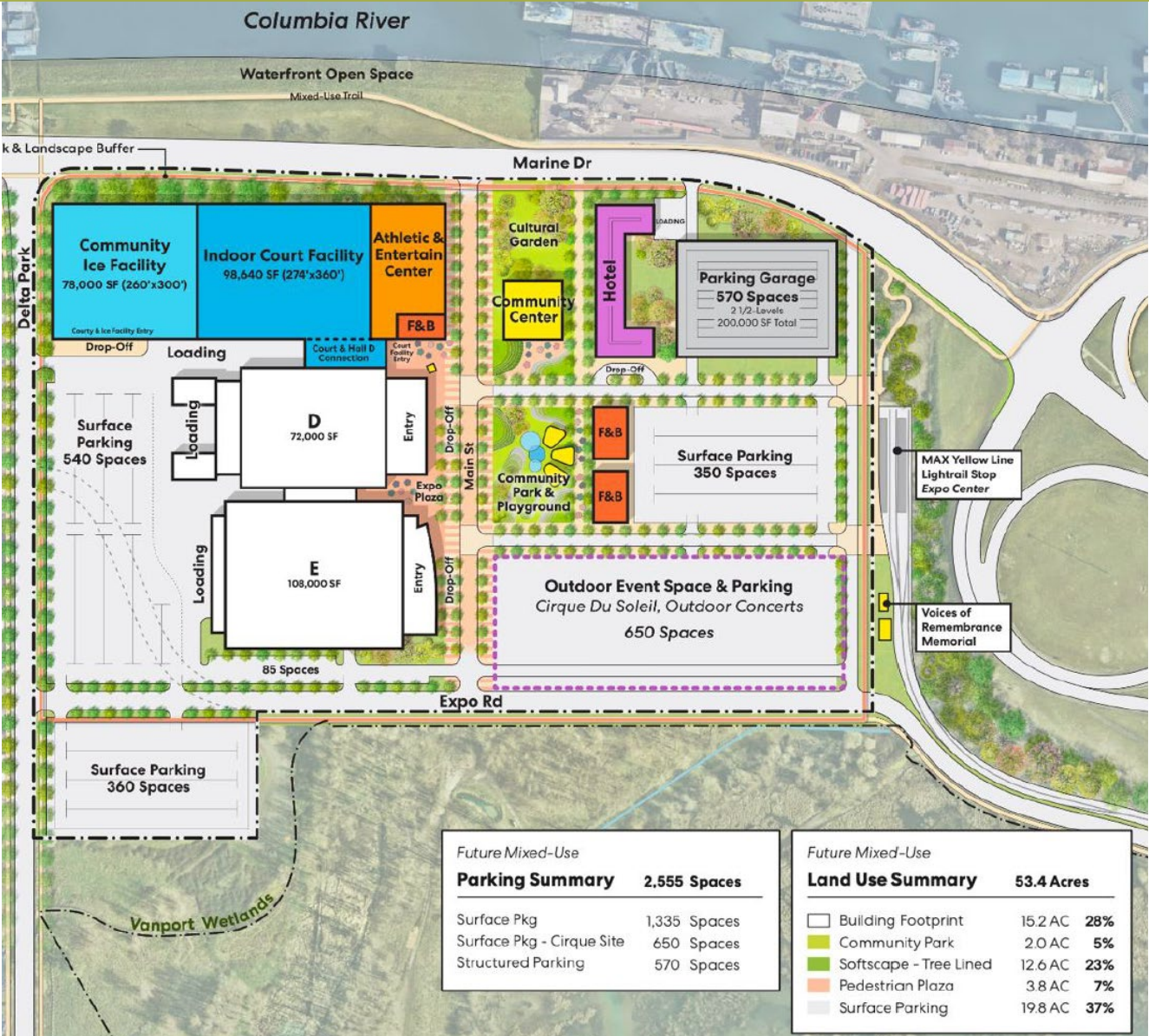
Hall E
10 BB /
14 VB
Courts

Total
18 BB /
24 VB
Courts

Sports Redevelopment

Preferred Sports Scenario

phased full build-out



New Redevelopment Scenario - Future Mixed-Use

Court & Ice Facility

Program Summary

- Existing Expo Halls D&E
- Temporary Outdoor Events / Cirque Du Soleil Repurpose of Historical Hall Materials
- Pedestrian connection around site

New Sports Facilities (Indoor) 176,640 SF

Community Ice (2 Ice Sheets)	78,000 SF
Court Facility (9 BB, 18 VB)	98,640 SF

On-Site Amenities 85,120 SF*

Athletic and Entertainment Center	65,170 SF*
Fitness/Training	12,000 SF
Sports Medicine	3,000 SF
Meeting Space/Classrooms	6,000 SF
Offices	8,000 SF
Family Entertainment Center	15,000 SF
Food & Beverage	5,000 SF

Community Space	
Community/Event Space	15,000 SF

On-Site Amenities (Future Mixed-Use) 69,000 SF

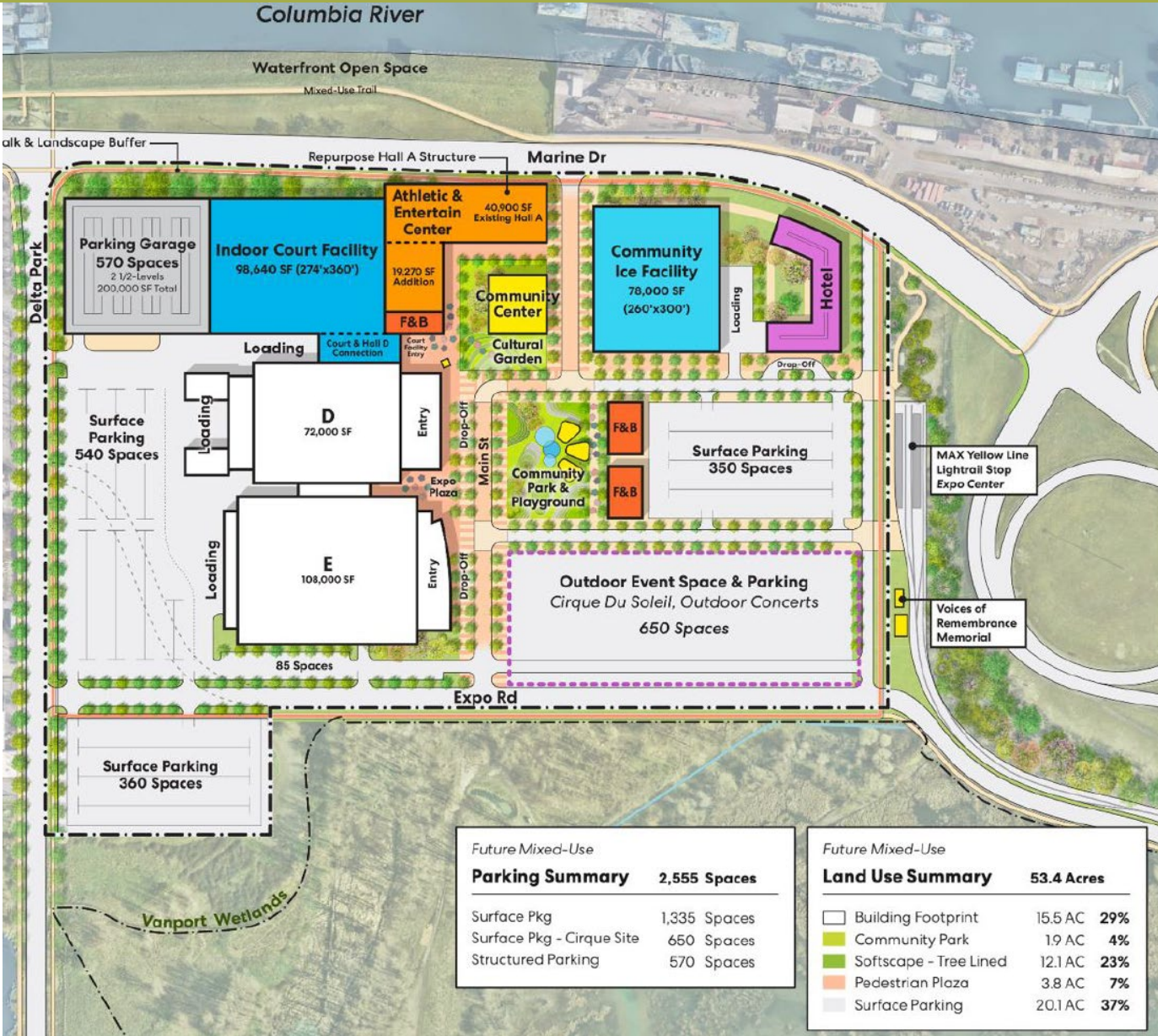
Hotel	120-Keys / 54,000 SF
Food & Beverage	15,000 SF

*Subtotal plus Grossing Factor

Sports Redevelopment

Preferred Sports Scenario

repurposed Hall A, full build-out



Alternate Development Scenario - Repurposing of Hall A - Future Mixed-Use

Court & Ice Facility

Program Summary

- Existing Expo Halls D&E
- Temporary Outdoor Events / Cirque Du Soleil Repurpose of Historical Hall Materials
- Pedestrian connection around site

New Sports Facilities (Indoor) 176,640 SF

Community Ice (2 Ice Sheets)	78,000 SF
Court Facility (9 BB, 18 VB)	98,640 SF

On-Site Amenities 85,120 SF*

Athletic and Entertainment Center 65,170 SF*

Fitness/Training	12,000 SF
Sports Medicine	3,000 SF
Meeting Space/Classrooms	6,000 SF
Offices	8,000 SF
Family Entertainment Center	15,000 SF
Food & Beverage	5,000 SF

Community Space 15,000 SF

Community/Event Space	15,000 SF
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On-Site Amenities (Future Mixed-Use) 69,000 SF

Hotel	120-Keys / 54,000 SF
Food & Beverage	15,000 SF

*Subtotal plus Grossing Factor

Sports Redevelopment



Expo Future Resolutions

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REPRESENTING AND	)	RESOLUTION NO. 25-5450
MEMORIALIZING THE HISTORIES AND)	
CULTURES ASSOCIATED WITH THE	)	Introduced by Council President Lynn
PORTLAND EXPO CENTER	)	Peterson

WHEREAS, many communities and partners in the greater Portland area and the Metro region have unique and important historical and cultural ties to the Portland Expo Center (Expo) and the land upon which it is built; and

WHEREAS, the history of the lands of and adjacent to Expo includes precolonial history and importance to Indigenous Peoples who were forcibly displaced, the forced displacement and incarceration of Americans of Japanese descent during World War II, and the forced displacement of the residents of the nearby City of Vanport, which included a significant Black population, during the Vanport Flood of 1948; and

WHEREAS, Metro recognizes the past injustices that took place on or near the Expo property and their lasting impacts on the urban Indigenous, Japanese American, and Vanport and Black communities and sovereign Tribes distinctly connected to the area; and

WHEREAS, despite the injustices that Tribes, Indigenous Peoples, Japanese Americans and Vanport residents faced, each have survived and thrived, advancing their respective communities and cultural identities, making innumerable contributions to our region and country for the benefit of all; and

WHEREAS, Expo, including Hall A, is the site of the Portland Assembly Center, one of few remaining sites of incarceration of Japanese Americans in World War II and a site of national historic significance; and

WHEREAS, Metro has convened members of the urban Indigenous, Japanese American, and Vanport communities to identify these communities' preferences for how to meaningfully represent and memorialize these communities and their history at the Expo Center; and

WHEREAS, Metro's Tribal Affairs Program is providing support to consult and engage with interested sovereign Tribes with distinct connections to the Expo Center campus and surrounding area on approaches to meaningfully represent and memorialize the Tribes' histories and stories at the Expo Center; and

WHEREAS, Metro has investigated potential support from federal, state, or other partners, including philanthropic partners, for financial or other opportunities for Expo and the land adjacent to the Columbia River; and

WHEREAS, the Metropolitan Exposition Recreation Commission adopted an identical resolution at its meeting on January 8, 2025; now therefore,

BE IT RESOLVED that the Metro Council

1. Recognizes the Portland Assembly Center, which included Hall A, as a site of national historic significance.
2. Accepts the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024, and directs staff to work with members of Impacted Communities to assess the feasibility of those recommendations and to develop a strategy to pursue implementation of the recommendations deemed feasible, and to report progress regularly to Metro Council.
3. Directs staff to commence a cultural resources assessment of the Expo property within 90 days of adoption of this resolution for the purpose of identifying existing and potential historic, cultural, archaeological, and architectural resources at the site.

4. Directs staff to develop cost estimates and to request funding in Metro's proposed FY25-26 budget for additional study and analysis of the Portland Assembly Center Hall A as described in the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024. The engineering study would assess Hall A's structural integrity, its capacity to stand independently, and the feasibility of serving uses other than as an exhibit hall and, where feasible, provide cost estimates for potential renovation or deconstruction. Within 180 days of availability of funding for the study, staff will commence the study and, once complete, present the study's findings.
5. Directs staff to commence community conversations within 90 days of completion of the engineering study of Hall A for the purpose of developing recommendations about potential use(s) of Hall A, or portions thereof, including use as a multi-use community/interpretive center as recommended by the *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024.

6. Directs staff to develop cost estimates and request funding in Metro's proposed FY25-26 budget for development of the interpretive plan for representation and memorialization of histories and cultures connected to the Expo site as identified in *Expo Future Historical Significance & Memorialization Committee Recommendations Report* presented on December 10, 2024.
7. Directs staff to present a proposed governance structure and approach to community engagement for the development of the Expo Center interpretive plan, described in Action 6 above, within 180 days of adoption of this resolution. The approach must, at minimum, invite representatives of the urban Indigenous, Japanese American, and Vanport communities and Tribes to participate in the plan's development.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REDEVELOPING THE	)	RESOLUTION NO. 25-5451
PORTLAND EXPO CENTER AS A SPORTS-)	
ORIENTED DESTINATION VENUE	)	Introduced by Council President Lynn
	)	Peterson

WHEREAS, the Portland Expo Center (Expo) is a regional asset that attracts more than 300,000 visitors to as many as 100 public trade shows and community events annually; and

WHEREAS, the Metro Council and the Metropolitan Exposition Recreation Commission (MERC) seek to derive the greatest public benefit of the 53-acre property and venue and are engaging with key stakeholders and partners, including communities and partners with historic and cultural ties to Expo, business interests, interested Tribes, and Expo clients and business stakeholders to identify future uses for the Expo Center; and

WHEREAS, the sports tourism industry nationally generated direct spending impact of \$52.2 billion and total economic impact of \$128 billion and supported 757,600 full-time and part-time jobs in 2023¹; and

WHEREAS, Oregon's Athletic, Outdoor, Team and Recreation Ecosystem supports \$29 billion annually in economic impact and is growing²; and

WHEREAS, the Metro Council and MERC, recognizing Oregon's status as an international powerhouse in the sport and outdoor industry, directed staff to take measures to align Expo's future redevelopment as a community-centric destination venue that prioritizes amateur, professional, and recreational sports; and

WHEREAS, sports and recreational uses have been a part of Expo throughout its history and offer a means of interpretation of the rich and complex history of the site; and

WHEREAS, MERC, on behalf of Expo, adopted the *Portland Expo Center Revised Booking Policies and Procedures* on November 1, 2023, which offers priority booking to sporting events; and

WHEREAS, Metro has partnered with local experts in the areas of tourism and sports tourism, sports facility operation, amateur and professional athletic teams, hospitality, economic development, healthcare and more and government partners on a market and feasibility study to examine how Expo can best pivot its operations toward a sports facility as a primary market, with other uses such as consumer, live entertainment, and community events as secondary markets; received from Hunden Partners insights into management trends for sports facilities similar to those contemplated at Expo, which indicated that, increasingly, third-party management is favored at comparable sites across the country; and explored additional revenue generating opportunities for the site; and

WHEREAS, the *Expo Future Project Feasibility Study* completed by Hunden Partners in June 2024 found the Pacific Northwest and Portland regions lacking in indoor sports facilities; and

WHEREAS, Hunden Partners' updated economic impact analysis based on the preferred sports scenario for Expo Center shows the potential to generate up to 122 sporting events and 186 event days, annual visitation of more than one million guests, 53,195 new hotel room nights annually, 217 new fulltime-equivalent jobs, and \$1 billion in new direct spending over a thirty-year period, in addition to meeting unmet local demand for additional sports facilities; and

WHEREAS, the sports facilities proposed in the *Expo Future Project Feasibility Study* could meet local needs and unaccommodated demand for indoor court and ice sports and track; could expand demand for related public and private sports facilities; could add value to the community by providing more diversity in lodging, dining, and other uses; and could provide the public with the opportunity to be more engaged in recreational and competitive sports, which can aid residents' overall mental and physical wellbeing; and

WHEREAS, the Expo Future Sports & Facilities Committee has developed a Public Use Statement that identifies the need to balance sports tourism-derived events at Expo Future with regular public use of all indoor and outdoor facilities and amenities to ensure economic and social benefits to the region; and

WHEREAS, MERC adopted an identical resolution at its meeting on January 8, 2025; now therefore,

1. Accepts the preferred sports development scenario presented by the Expo Future Sports & Facilities Committee on December 10, 2024, and directs staff to continue to analyze and refine the scenario and provide regular updates to Metro Council as the project progresses.
2. Directs staff to propose a package of short-term, interim investments and funding sources in Metro's FY25-26 budget within 90 days of adoption of this resolution for the purpose of better preparing Expo Center to attract and to host more sporting events and tournaments, preferably regional or larger, and to generate resources that allow Expo to meet needs for public use.
3. Directs staff to bring forward the criteria for solicitation of a public-private partnership for full build out of the recommended Expo Center sports redevelopment scenario, including representation and memorialization recommendations and other required site features, by June 30, 2025, with the intent of selecting a development partner by December 2025.

4. Directs staff to ensure that implementation of actions pursuant to sports uses at Expo is supportive of and compatible with the representation and memorialization recommendations presented to the Metro Council and MERC on December 10, 2024, and that staff endeavor to accomplish expansion of sports uses and representation/memorialization of the site's histories and cultures in a way that does not commodify or cause harm to involved partners and communities.
5. Directs staff, within the current venue constraints, to continue to make every effort to pursue the sports event market including offering first priority booking to sporting events as specified in the *Portland Expo Center Booking and Scheduling Policies and Procedures* adopted November 1, 2023, and to report to Metro Council every 180 days on progress booking sports-related events.

oregonmetro.gov



Slides in reserve

Sports Redevelopment

**Sports
Facility
Stabilized
Event
Projections
*Year 3***

Events	
Basketball Tournaments	12
Volleyball Tournaments	16
Pickleball Tournaments	6
Wrestling Meets	4
Cheer/Dance	8
Ice Tournaments	18
Meetings / Classes	58
Total	122

Event Days	
Basketball Tournaments	24
Volleyball Tournaments	32
Pickleball Tournaments	12
Wrestling Meets	8
Cheer/Dance	16
Ice Tournaments	36
Meetings / Classes	58
Total	186

Sports Redevelopment

**Sports
Facility
Stabilized
Attendance
Projections
*Year 3***

Public Use	116,640
Daily Rentals	124,740
Ice Facility Use	608,408
Basketball Tournaments	54,000
Volleyball Tournaments	134,400
Pickleball Tournaments	2,880
Wrestling Meets	14,400
Cheer/Dance	30,000
Ice Tournaments	30,240
Meetings / Classes	2,880
Family Entertainment Center (Non-Sports Visitors)	20,000
Community Space (Non-Sports Visitors)	10,000
Total Attendance	1,148,588

Source: Hunden Partners

Sports Redevelopment

Halls D&E
Stabilized
Event
Projections
Year 3

Events		Event Days	
Consumer Show	37	Consumer Show	111
Concert / Entertainment	4	Concert / Entertainment	8
Major Outdoor Event	1	Major Outdoor Event	50
Sporting Event	14	Sporting Event	42
Meeting / Seminar	6	Meeting / Seminar	12
Banquet	2	Banquet	2
Other	5	Other	5
Total	69	Total	230

Sports Redevelopment

Halls D&E Stabilized Attendance Projections *Year 3*

Consumer Show	148,000
Concert / Entertainment	32,000
Major Outdoor Event	80,000
Sporting Event	77,000
Meeting / Seminar	3,450
Banquet	550
Other	500
Total Attendance	341,500

Funding and Financing: Financial Projections

Combined Expo / Sports Stabilized Financial Projections (Year 3)

Revenues (000s)

Rental Revenues	\$	4,551
Concessions / Catering (Net)	\$	1,328
Parking (Net)	\$	2,834
Event Charges	\$	1,135
Family Entertainment Center (Net)	\$	762
Admission Fees	\$	169
Advertising & Sponsorship	\$	191
Other Revenues	\$	93
Total	\$	11,064

Expenses (000s)

Personnel & Labor	\$	3,492
Metro Cost Allocation	\$	1,008
Operating Expenses	\$	3,438
Management Fees	\$	297
Total	\$	8,235

Net Operating Income (000s)	\$	2,830
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Funding and Financing: Economic Impact

Combined Expo / Sports stabilized New Visitation

Total Visits	1,490,088
Net New Daytrips	604,764
Net New Overnights	156,333
Total Room Nights	95,714
Net New Room Nights	62,583
Total New Room Nights Captured in Portland (85%)	81,357
Net New Room Nights Captured in Portland (85%)	53,195

Funding and Financing: Economic Impact

Combined Expo / Sports New Impacts (millions) - 30 Years

Net New Spending

Direct	\$	1,089
Indirect	\$	426
Induced	\$	206
Total	\$	1,722

Net New Earnings

Direct	\$	471
Indirect	\$	188
Induced	\$	98
Total	\$	757

Net New Jobs (actual)

Direct	217
Indirect	87
Induced	43
Total	348

Construction Jobs (actual) 2,098

Net New Transient Lodging Taxes

Multnomah County (5.5%)	\$	22.0
Portland City (6.0%)	\$	24.0
Total	\$	46.0

Funding and Financing: Cost Estimates

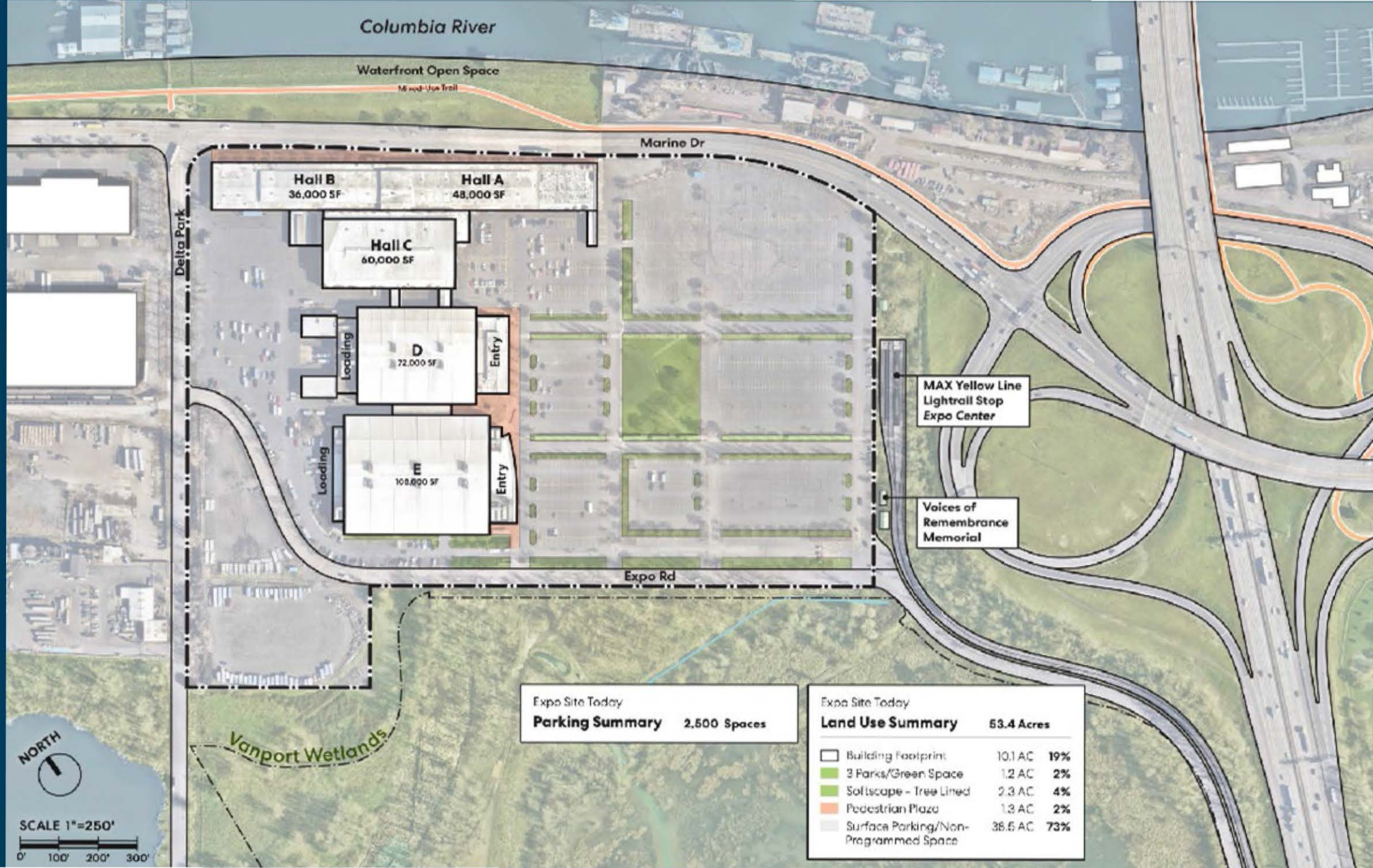
		Preferred Scenario	Alt. Preferred Scenario
Sports Facilities	Community Ice Facility	\$ 67.6	\$ 67.6
	Court Facility	\$ 87.0	\$ 87.0
	Total	\$ 154.6	\$ 154.6
Support Amenities	Athletic & Entertainment Center	\$ 56.5	\$ 59.3
	Community Center	\$ 18.3	\$ 18.3
	Total	\$ 74.8	\$ 77.6
Site Costs	Expo Main Street & Pedestrian Plaza	\$ 5.5	\$ 5.5
	Community Park / Playground & Parking	\$ 7.0	\$ 7.0
	Cultural Garden & Green	\$ 2.1	\$ 2.1
	Seasonal Outdoor Event Space & Parking	\$ 7.2	\$ 7.2
	Westside Parking Lot	\$ 10.2	\$ 10.2
	Structured Parking	\$ 35.9	\$ 35.8
	Total	\$ 67.9	\$ 67.8
Existing Halls	Existing Hall Deconstruction / Repurposing	\$ 2.6	\$ 1.7
	Total	\$ 2.6	\$ 1.7
Total Project Costs		\$ 299.9	\$ 301.7

Source:
Perkins&Will

Funding and Financing: Options

Source	Description	Baseline Annual Rev.	Estimated Net Bond Proceeds	Voter Approval Required	Stability	Adequacy
Targeted Funding Sources						
VFTA	Expo Budgeted Allocation	\$ 1,500,000	\$ 10,000,000	No	Mid	Low
VFTA	Motor Vehicle Rental Tax	\$ 7,900,000	\$ 50,000,000	No	Mid	Mid
Solid Waste Excise Tax	Inc. of \$8.5M	\$ 8,500,000	\$ 54,000,000	No	High	Mid
Potential Future Additional Funding Sources						
Property Tax	Inc of \$0.07/\$1,000 of AV	\$ 15,500,000	\$ 99,000,000	Yes	High	High
Metro-Wide TLT	New Tax (1%)	\$ 10,000,000	\$ 64,000,000	No	Mid	Mid
County or City TLT	Inc. in Tax (1%)	\$ 6,000,000	\$ 38,000,000	No	Mid	Mid

Source:
Metro



Current Uses of Expo Center Campus

1. Expo Center buildings and event space
2. Event parking
3. Upper lots for overflow parking, equipment staging
4. Undeveloped levee property & Marine Drive Trail

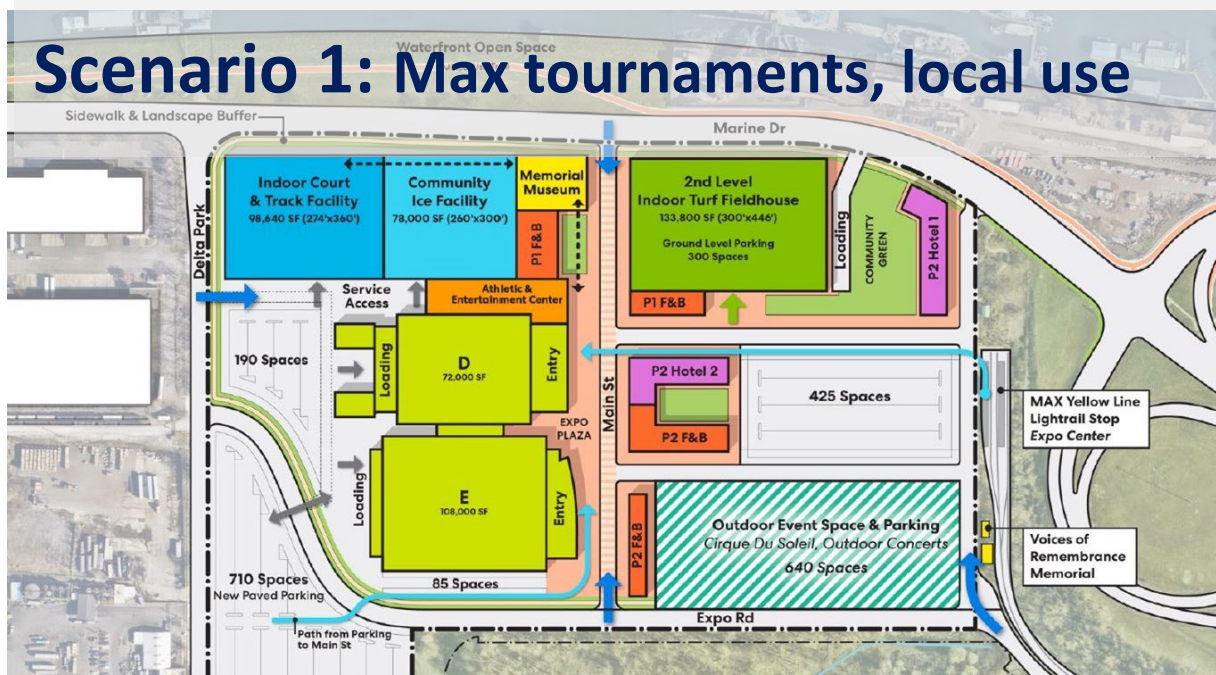


Constraints on Expo Site Development

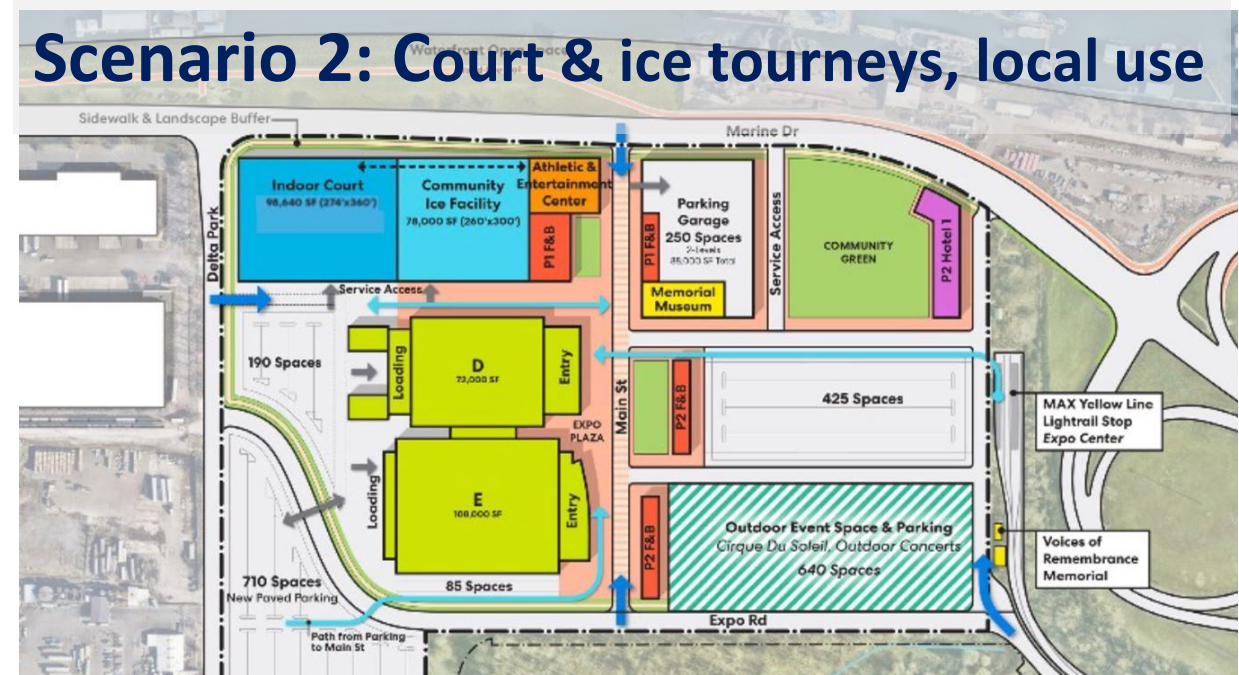
1. Enterprise & public benefit
2. Funding/financing for
 - Deconstruction/construction
 - Interpretation
 - Ongoing ops & maintenance
3. Zoning & allowed uses
4. Transportation:
 - Marine Drive
 - Extension of MAX Yellow Line to WA
 - I-5 Bridge Replacement (IBR)
5. Levee restrictions



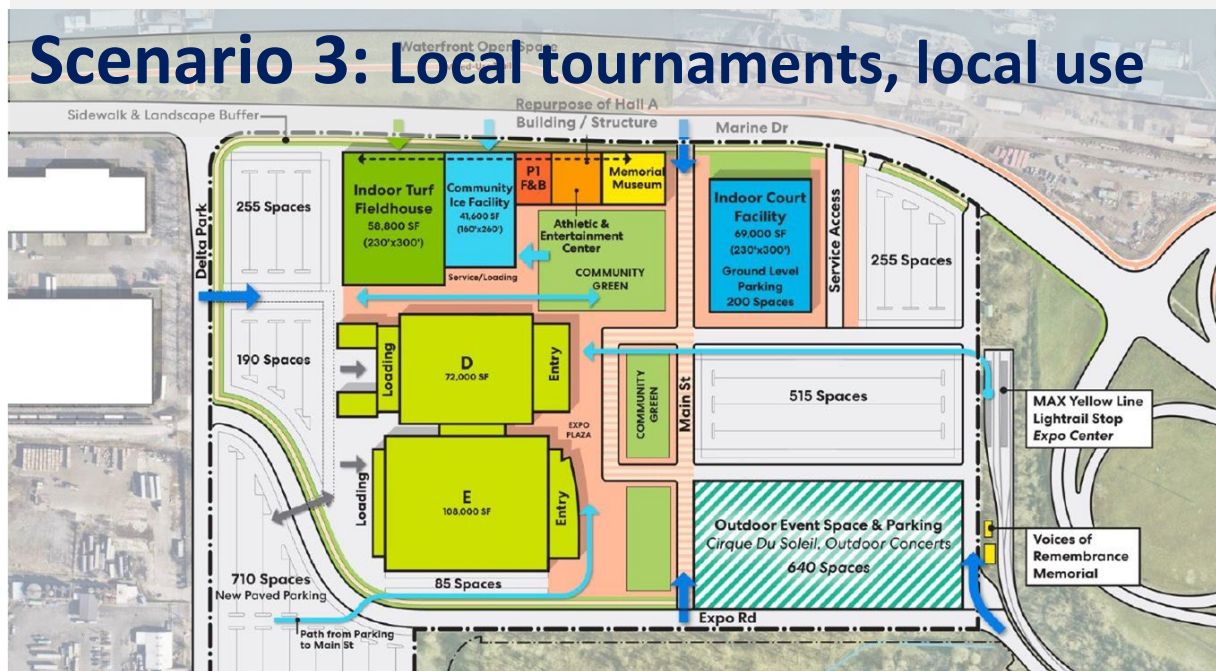
Scenario 1: Max tournaments, local use



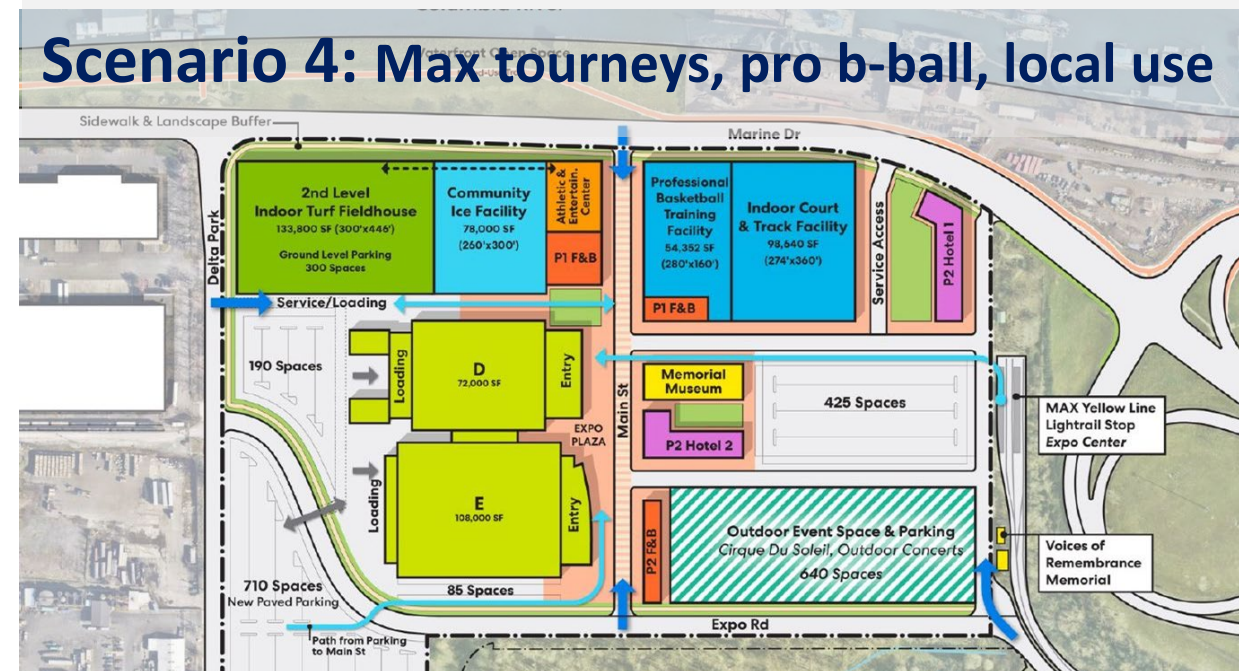
Scenario 2: Court & ice tourneys, local use



Scenario 3: Local tournaments, local use



Scenario 4: Max tourneys, pro b-ball, local use



Scenario 1

- Max tournaments
- Local use

Sports: 310K sq ft

Athl/Ent Ctr: 78K sq ft

Memorial: 15K sq ft

Phased Hotel, F&B: 138K sq ft

Parking: 2,350 spaces



Scenario 2

- Max courts & ice tournaments
- Local use

Sports: 177K sq ft

Athl/Ent Ctr: 65K sq ft

Memorial: 15K sq ft

Phased Hotel, F&B: 69K sq ft

Parking: 2,300 spaces



Scenario 3

- Local use & local tournaments
- No track

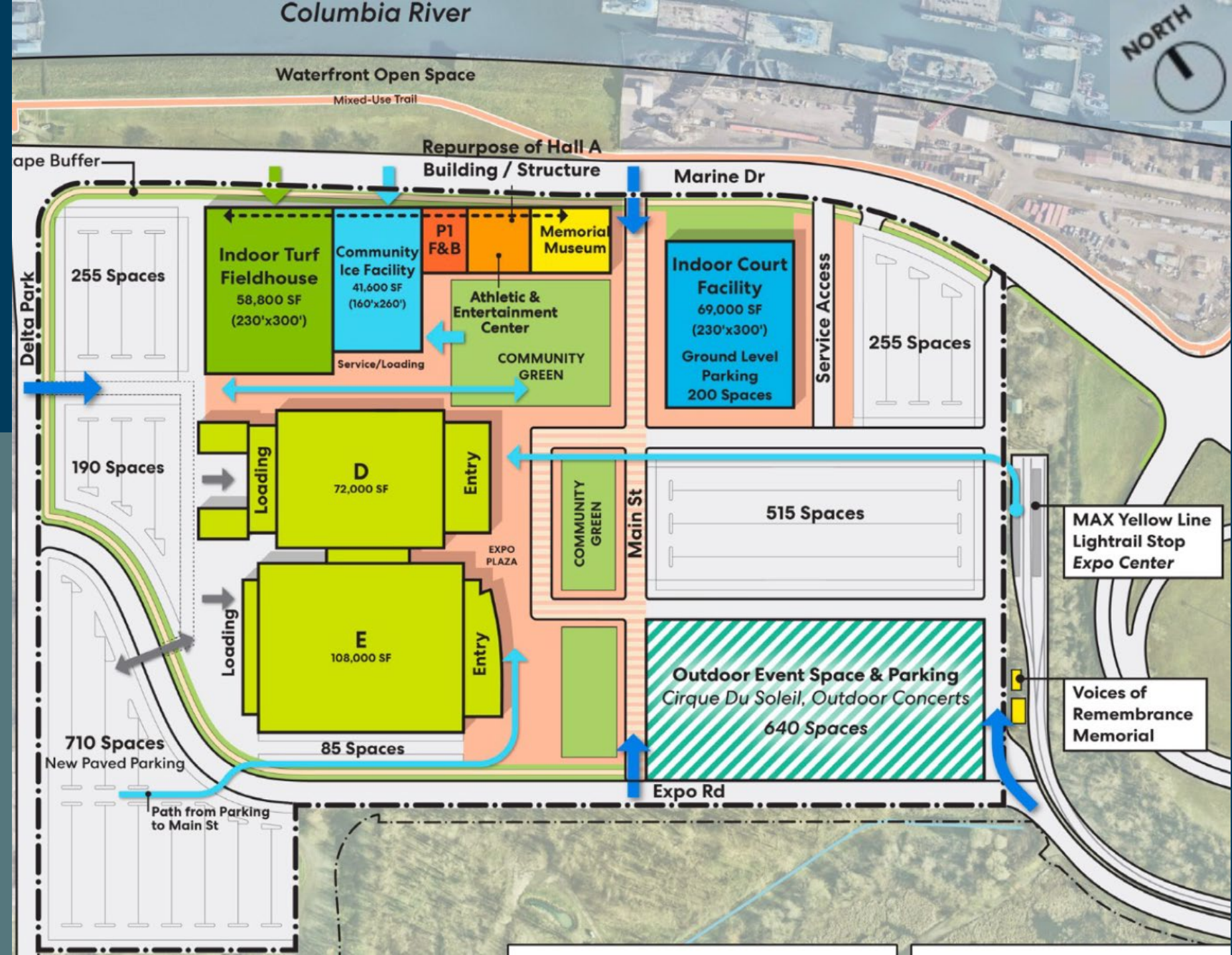
Sports: 169K sq ft

Athl/Ent Ctr: 39K sq ft

Memorial: 15K sq ft

No hotel, limited f&b

Parking: 2,850 spaces



Project cost estimates

- Estimates include*
- *hard and soft costs*
 - *contingency*
 - *three-year, 15% construction cost inflation*

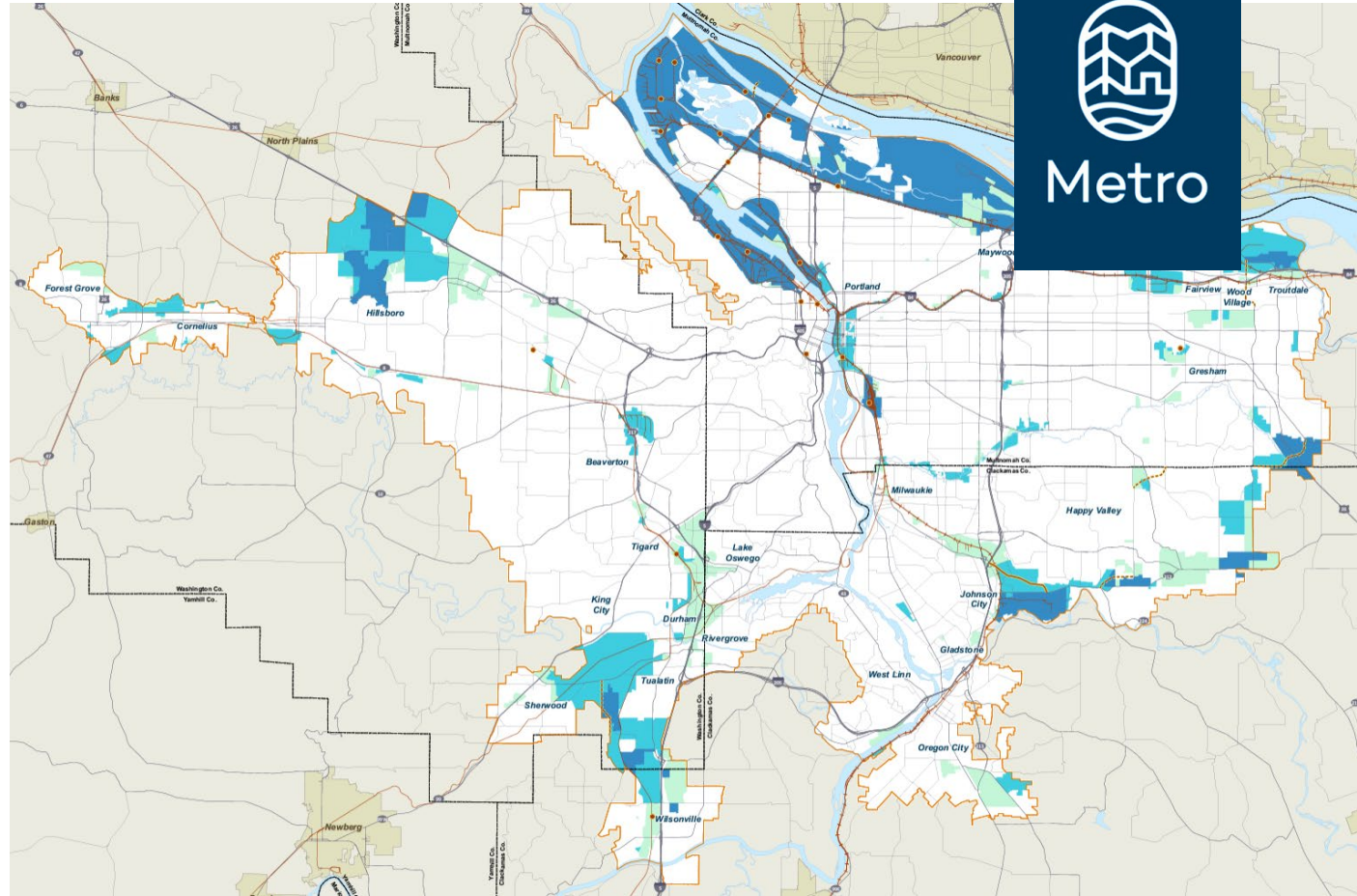
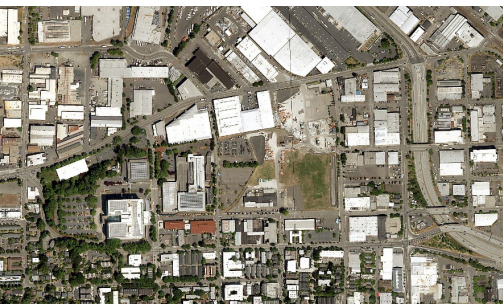
Project Cost Estimates (millions)

	Scenario 1		Scenario 2		Scenario 3	
Sports Facilities						
Community Ice Facility	\$	65.7	\$	65.7	\$	37.1
Track and/or Court Facility	\$	89.3	\$	78.1	\$	50.7
Professional Basketball Training Facility	\$	-	\$	-	\$	-
Turf Facility	\$	95.4	\$	-	\$	43.7
Total	\$	250.3	\$	143.8	\$	131.4
Other Facilities						
Athletic & Entertainment Center	\$	62.2	\$	51.6	\$	30.6
Hall ABC Deconstruction / Repurposing	\$	2.5	\$	2.5	\$	2.5
Memorial Museum	\$	21.7	\$	21.7	\$	21.7
Total	\$	86.4	\$	75.8	\$	54.8
Site Costs						
Expo Main Street & Pedestrian Plaza	\$	5.6	\$	5.6	\$	5.6
Outdoor Plaza & Memorial Feature	\$	1.4	\$	1.4	\$	1.4
Central Green & Parking	\$	5.0	\$	5.0	\$	5.9
Seasonal Outdoor Event Space & Parking	\$	7.1	\$	7.1	\$	7.1
Westside Parking Lot	\$	8.1	\$	8.1	\$	8.1
Structured Parking	\$	17.7	\$	14.8	\$	11.8
Total	\$	44.8	\$	41.8	\$	39.8
Total Project Costs	\$	381.4	\$	261.4	\$	225.9

Source: Perkins&Will

Expo Future: concept to implementation





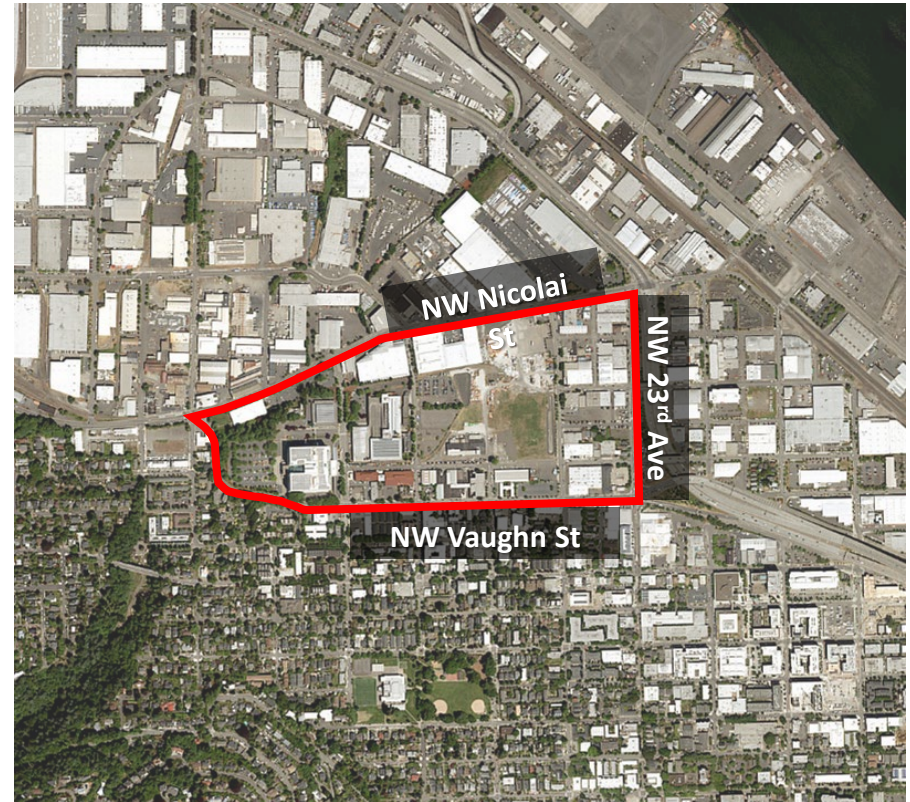
Metro

Ordinance No. 25-1522

Metro Council Hearing: January 9, 2025

Overview

- Urban Growth Management Functional Plan (UGMFP)
Title 4 Map amendment
- **Remove Metro restrictions** on parks, community centers, schools, retail uses, etc.
- 59 acres (0.1%) of Title 4 lands
- Advance Regional Framework Plan (RFP) policies



Montgomery Park area of Portland

Metro Actions To Date

- **July Metro Council work session**
Direction to propose this ordinance
- **October MTAC meeting**
Recommended adoption
- **December MPAC meeting**
Recommended adoption

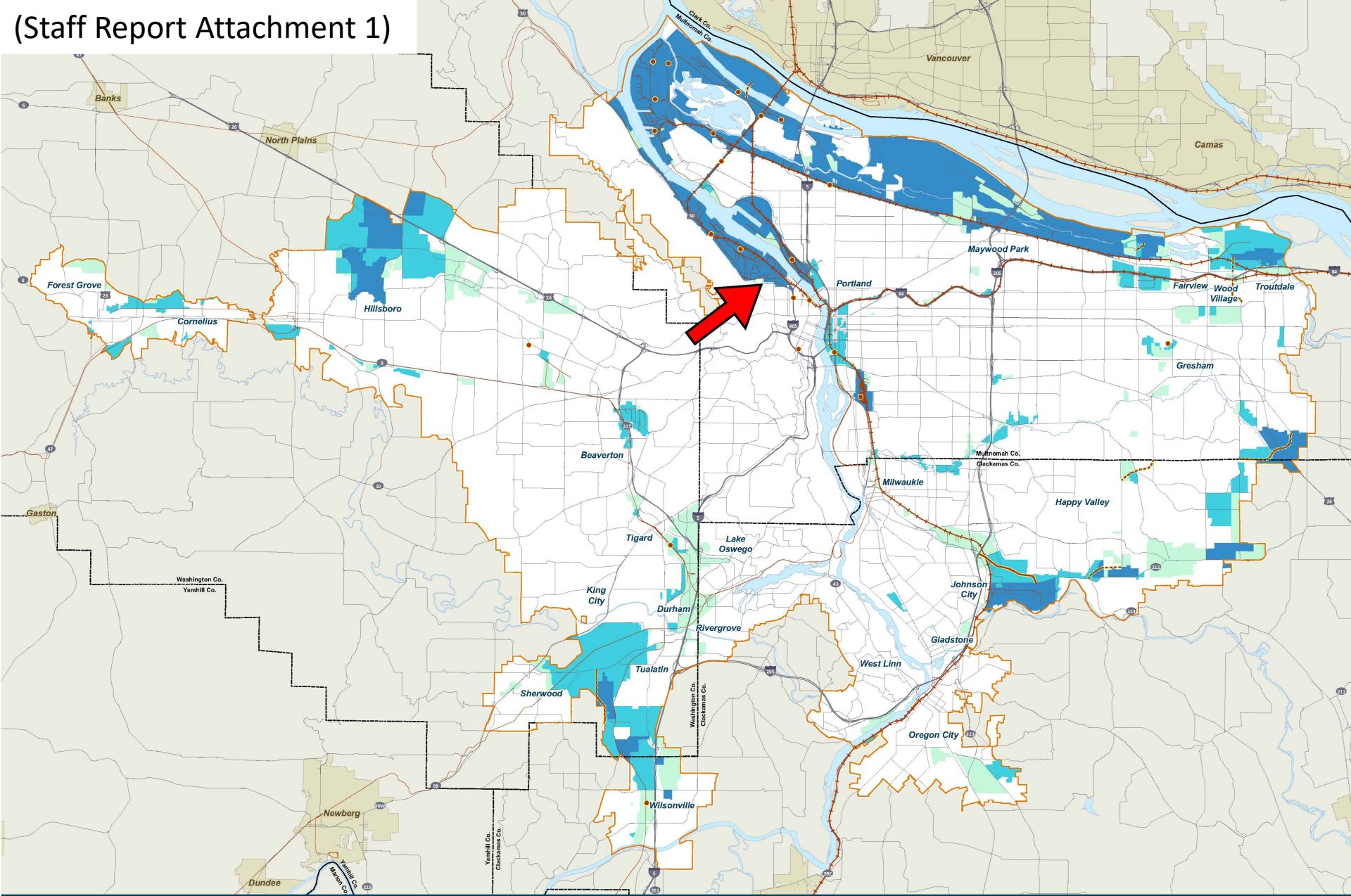


UGMFP Title 4

Some prohibitions/limitations on:

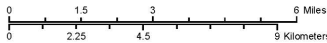
- **Parks and schools**
- **Places of assembly**
(community centers, places of worship)
- **Retail commercial uses**
(grocery stores)
- **Medical/dental offices**





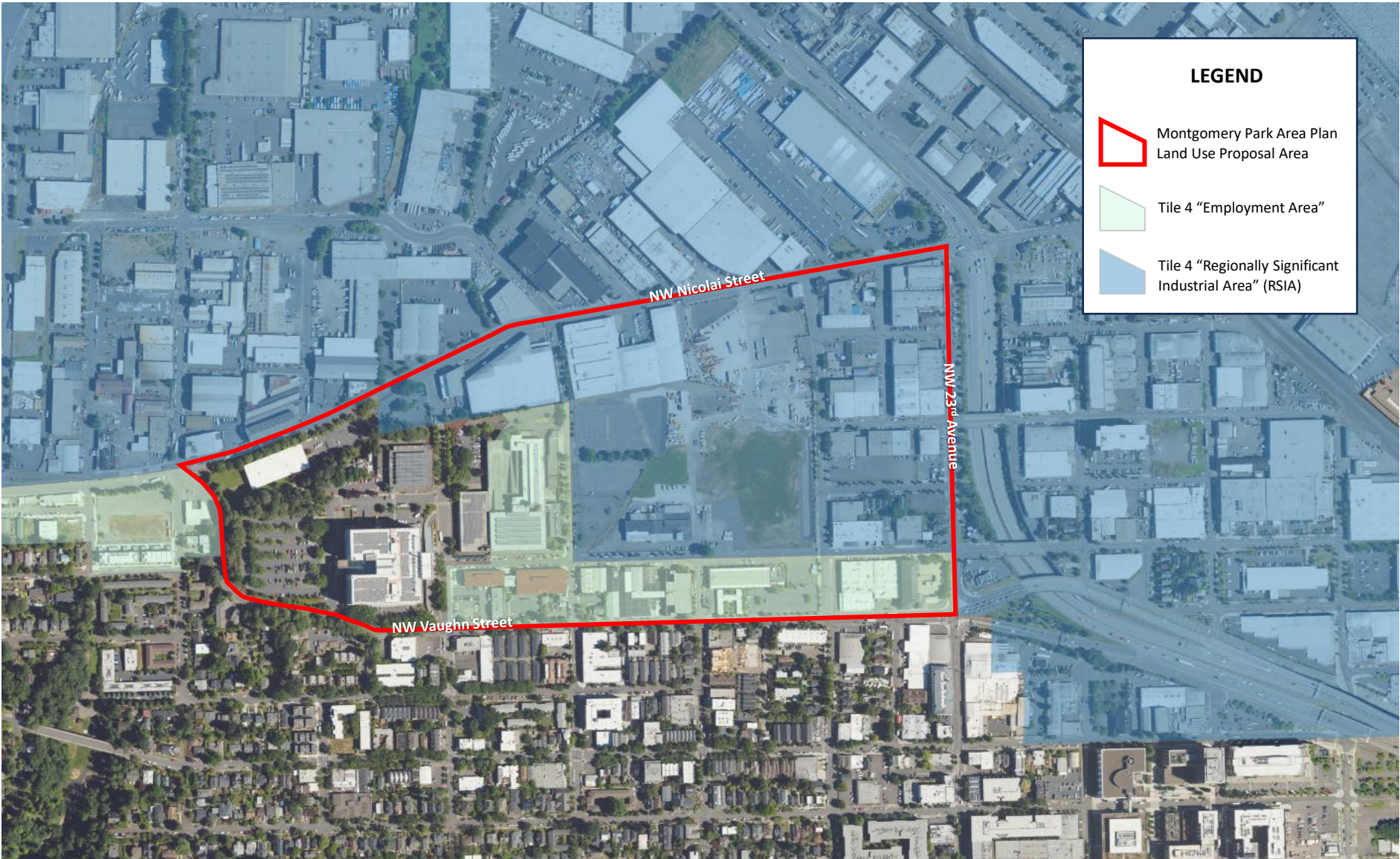
Title 4 Industrial and other Employment Areas

September 2023



- Employment area
- Industrial area
- Regionally significant industrial area
- Proposed main roadway route
- Proposed road connector
- Mainline freight
- Branch line freight
- Rail yard
- County boundary
- Metro urban growth boundary
- Neighbor city





Context

- **Approved city plans** for streetcar extension and associated land use changes
- Transit-oriented, mixed-use district
- Job growth and housing development
- Public benefits agreement
- **No Metro restrictions on planned residential development**
- **Metro restrictions on parks, schools, places of assembly, retail uses, medical/dental offices, etc.**



Montgomery Park Area Plan (MPAP)



MPAP Projected Outcomes & Opportunities

Housing

- 2,000+ units (200-300 income restricted)
- 4,000+ new residents

Economic Development

- 4,000+ new jobs in a variety of fields
- At least 400 of which are targeted as middle-wage jobs
- $\approx 500,000$ ft² of employment space
- Affordable commercial space

Public Realm

- 40,000 ft² public park
- New sidewalks and bike facilities throughout
- Placemaking and public art commemorating York

Transportation

- Portland streetcar extension, with 3,000+ new riders daily
- Rehab and completion of certain streets

MPAP

Future Urban Design Vision



Future Streetcar Extension

Main Street (NW Wilson)

Green Corridor (NW Vaughn)

Regional Trail (NW Nicolai)

Opportunity to recognize York and historic dock conditions (NW York)

MPAP Implementation Tools

- **Comprehensive plan amendments**
- **Zoning map and code amendments**
- **Design character statement**
- **Transportation plan elements**
 - TSP changes
 - Local Improvement District (LID)
- **Public benefits agreement**
 - Middle-wage jobs
 - Affordable housing
 - Open space
 - Infrastructure



Community Feedback

Comments and testimony expressing interest in:

- A **park** that could serve the larger Northwest Portland area
- **Grocery store**
- **Community center**
- Developing a **walkable, transit-oriented** community



Regional Policies

Promote:

- Access to parks, schools, and public facilities
- Infill and re-development
- Biking, walking, and transit use
- Compact urban form as climate action strategy
- High-density, mixed-use, transit-oriented urban centers where residents can access daily needs close to home

Regional Policies

Encourage cooperation with local governments to:

- Determine which sites are suitable for industrial protections
- Revitalize existing neighborhoods
- Ensure access across the region to opportunities

Ordinance 25-1522

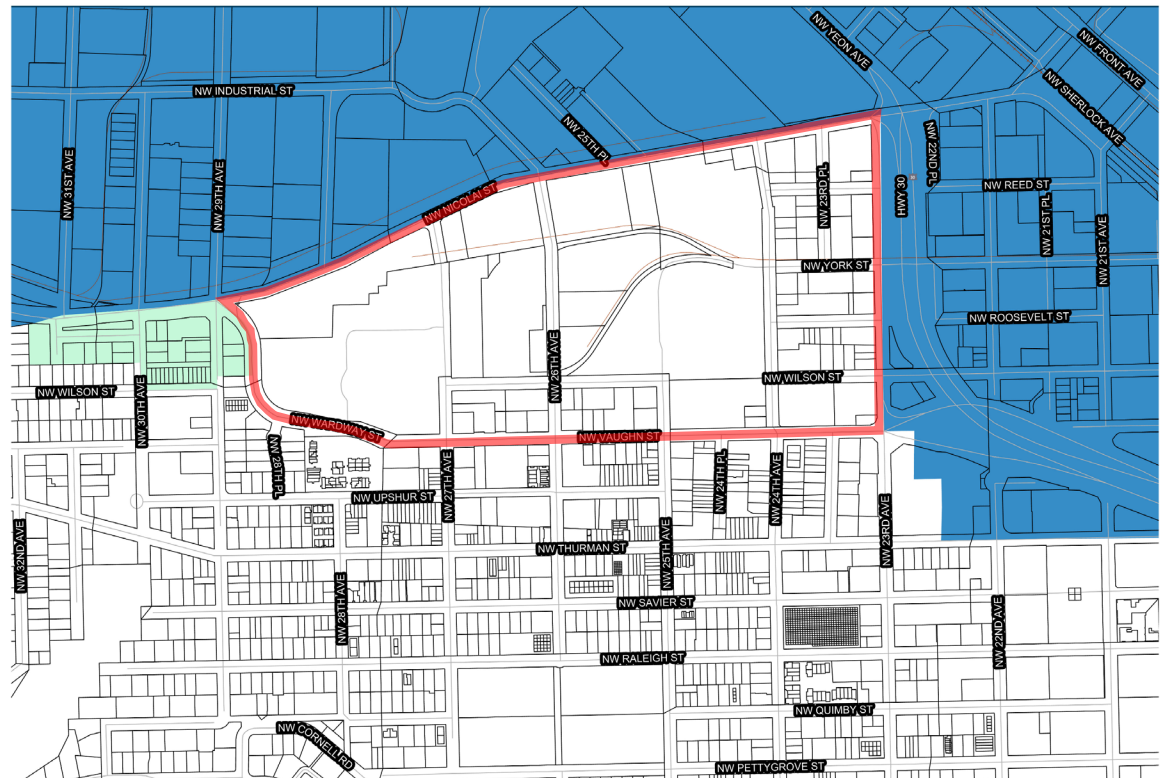
(Staff Report Attachment 4)

**Pursuant to 3.07.450(g),
remove from Title 4 Map:**

- RSIA (42 acres)
- Employment Area (17 acres)

Exhibit A: Amended Title 4 Map

Exhibit B: Findings of fact



Title 4 Industrial and other Employment Areas

0 0.04 0.08 0.12 Miles
0 0.06 0.1 0.2 Kilometers

Employment area
Industrial area
Regionally significant industrial area
Proposed main roadway route
Proposed road connector
Mainline freight
Branch line freight
Rail yard
County boundary
Metro urban growth boundary
Neighbor city



Staff cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the accuracy of merchantability or fitness for a particular purpose, accompanying this product.

80 percent program, Technical 2005, Title 4 Map/Industrial Map/Title 4 Map/Industrial Map

Questions

