



Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, May 8, 2025

10:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
www.youtube.com/live/sym7waHCXcc?si

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), Stream on YouTube:

www.youtube.com/live/sym7waHCXcc?si

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 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. 25-5486 For the Purpose of Reappointing [RES 25-5486](#)
Eight Members to the Supportive Housing Services
Tri-County Planning Body
Attachments: [Resolution No. 25-5486](#)
[Exhibit A to Resolution No. 25-5486](#)
[Staff Report](#)
- 3.2 Resolution No. 25-5473 For the Purpose of Adding a New [RES 25-5473](#)
-

ODOT Public Transportation Awarded Project into the
2024-27 MTIP for TriMet Supporting Elderly and Disabled
Persons Transit Needs

Attachments: [Resolution No. 25-5473](#)
[Exhibit A to Resolution No. 25-5473](#)
[Staff Report](#)

- 3.3 Resolution No. 25-5481 For The Purpose Of Adding, [RES 25-5481](#)
Amending, Or Canceling Three Projects To The 2024-27
MTIP To Meet Federal Project Delivery Requirements

Attachments: [Resolution 25-5481](#)
[Exhibit A to Resolution No. 25-5481](#)
[Staff Report](#)
[Attachment 1- Key 23763 Approved Project Site List](#)
[Attachment 2 - ADA March 2025 OTC Staff Report](#)
[Attachment 3 - ODOT ADA Safe Crossings in Oregon Flyer](#)
[Attachment 4 - March 2025 Quarterly STIP Amendment OTC Staff Re](#)

- 3.4 Resolution No. 25-5500 For the Purpose of Confirming a [RES 25-5500](#)
Member of the Metro Regional Waste Advisory Committee

Attachments: [Resolution No. 25-5500](#)
[Staff Report](#)

- 3.5 Consideration of the April 10, 2025 Council Meeting [25-6271](#)
Minutes

Attachments: [April 10, 2025 Council Meeting Minutes](#)

- 3.6 Consideration of the April 17, 2025 Council Meeting [25-6272](#)
Minutes

Attachments: [April 17, 2025 Council Meeting Minutes](#)

4. Presentations

- 4.1 Results of First Opportunity Target Area Audit [25-6253](#)

Presenter(s): Brian Evans, Metro Auditor

Attachments: [First Opportunity Target Area Audit](#)
[First Opportunity Target Area Audit Highlights](#)

- 4.2 Waste Prevention and Environmental Services FY2025-26 [25-6254](#)
Budget Engagement Report Out

Presenter(s): Mary Nolan, Metro Council
Marta McGuire, Waste Prevention and Environmental

Services Director

Patrick Dennis, Finance Manager

Attachments: [Staff Report](#)

[Regional Waste Advisory Committee Advisory Report: Proposed FY2](#)

5. Resolutions

5.1 Resolution No. 25-5487 For the Purpose of Adopting the [RES 25-5487](#)
Metro Investment Policy For Fiscal Year 2024-2025

Presenter(s): Brian Kennedy, Chief Financial Officer

Attachments: [Resolution No. 25-5487](#)

[Exhibit A to Resolution No. 25-5487](#)

[Staff Report](#)

6. Other Business

6.1 Council Discussion of FY 2025-26 Approved Budget [25-6266](#)

Presenter(s): Marissa Madrigal, Chief Operating Officer

Brian Kennedy, Chief Financial Officer

Attachments: [Staff Report](#)

6.1.1 Public Hearing for FY 2025-26 Approved Budget

7. Chief Operating Officer Communication

8. Councilor Communication

9. Adjourn

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

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600 NE Grand Ave.
Portland, OR 97232-2736
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Agenda #: 3.1

File #: RES 25-5486

Agenda Date: 5/8/2025

Resolution No. 25-5486 For the Purpose of Reappointing Eight Members to the Supportive Housing Services Tri-County Planning Body

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF REAPPOINTING)	RESOLUTION NO. 25-5486
EIGHT MEMBERS TO THE SUPPORTIVE)	
HOUSING SERVICES TRI-COUNTY)	Introduced by Chief Operating Officer
PLANNING BODY)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, Metro Code Section 11.01.170 establishes a Tri-County Planning Body (TCPB) to strengthen regional coordination to implement Metro’s Supportive Housing Services Program; and

WHEREAS, responsibilities of the TCPB include, but are not limited to, developing a regional plan that includes regional strategies to address homelessness, approving and monitoring regional investments from the Regional Investment Fund and providing guidance on operationalizing SHS values on a regional scale; and

WHEREAS, the TCPB Charter (adopted by Resolution No. 22-5267) sets out requirements for membership and requires Metro to lead a recruitment process to identify members, in collaboration with the TCPB Jurisdictional Leadership Team (also established by the Charter); and

WHEREAS, the TCPB is composed of 17 voting members, four of whom are elected representatives (with one each from the Clackamas, Multnomah and Washington County Board of Commissioners and the Metro Council); and

WHEREAS, to ensure institutional knowledge, Metro staggered the terms of the 17 initial members, with eight serving for an initial one-year term and nine serving for an initial two-year term; and

WHEREAS, on May 5, 2023, Metro Council reappointed the eight one-term members for a first two-year term; and

WHEREAS, these members with a term expiring after their first two-year term desire to remain on the committee for a second two-year term; and

WHEREAS, the recommended committee members represent the region’s diversity, and have a broad range of personal and professional experiences related to supportive housing services; and,

BE IT RESOLVED that the Metro Council reappoints eight members, listed in Exhibit A attached to this Resolution, to the TCPB for a term beginning on May 8, 2025, and ending on May 7, 2027.

ADOPTED by the Metro Council this 8th day of May 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 25-5486

Supportive Housing Services Tri-County Planning Body Committee Member Reappointments

The Tri-County Planning Body is composed of 17 voting members. Of the 17 members, four are elected representatives from each county partner jurisdiction and the Metro Council in addition to the 13 other members.

The following eight members will serve a second two-year term, starting May 8, 2025, and ending May 7, 2027:

- Cristina Palacios
- Mercedes Elizalde
- Monta Knudson
- Nicole Larson
- Chair Craig Roberts, elected representative from Clackamas County
- Chair Jessica Vega Pederson, elected representative from Multnomah County
- Chair Kathryn Harrington, elected representative from Washington County
- Metro Councilor Christine Lewis, elected representative from Metro

**IN CONSIDERATION OF RESOLUTION NO. 25-5486
FOR THE PURPOSE OF REAPPOINTING MEMBERS TO THE
SUPPORTIVE HOUSING SERVICES TRI-COUNTY PLANNING BODY**

Date: March 21, 2025
Department: Housing
Meeting Date: May 8, 2025
Prepared by: Valeria McWilliams

Presenter(s), (if applicable): Liam Frost,
Interim Regional Housing Director,
he/him,
Length: Consent Agenda

ISSUE STATEMENT

Resolution No. 25-5486 reappoints eight members to serve a second two-year term on the Tri-County Planning Body.

The persons to be appointed are:

- Cristina Palacios
- Mercedes Elizalde
- Monta Knudson
- Nicole Larson
- Chair Craig Roberts, elected representative from Clackamas County
- Chair Jessica Vega Pederson, elected representative from Multnomah County
- Chair Kathryn Harrington, elected representative from Washington County
- Metro Councilor Christine Lewis, elected representative from Metro

ACTION REQUESTED

Council adopt Resolution 25-5486. Through adoption of this resolution, the term for these eight members will be May 8, 2025, through May 7, 2027.

IDENTIFIED POLICY OUTCOMES

Council approval will appoint members to the Supportive Housing Services Tri-County Planning Body (TCPB) as required by Metro Code Section 11.01.170, and as laid out in the TCPB Charter, approved via Metro Resolution No. 22-5267.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro Code Section 11.01.170 requires Metro to convene a Tri-County Planning Body (TCPB) to strengthen regional coordination in addressing homelessness in the region. The TCPB charter (adopted by Resolution No. 22-5267) sets out requirements for TCPB membership and requires Metro to lead a recruitment process to identify members, in collaboration with Clackamas, Multnomah, and Washington counties through the TCPB Jurisdictional Leadership Team (also established by the Charter).

The TCPB is composed of 17 voting members, four of whom are elected representatives (with one each from the Clackamas, Multnomah and Washington County Board of Commissioners and the Metro Council). To ensure institutional knowledge, Metro

staggered the terms of the 17 initial TCPB members, with eight serving for an initial one-year term and nine serving for an initial two-year term. Metro Council reappointed the eight one-year term members for an additional first two-year term (Resolution 23-5329) and reappointed six of the nine two-year term members who desired to remain on the committee (Resolution 24-5411).

The eight individuals recommended for Metro Council appointment to the TCPB are listed above and included in Exhibit A to Resolution No 25-5486. These individuals live and work throughout the region and have diverse lived and professional experience.

BACKGROUND

The Supportive Housing Services Measure (Metro Measure 26-210) recognized the regional nature of the SHS program and established a Tri-County Planning Body responsible for developing and implementing a tri-county initiative that is responsible for identifying regional goals, strategies, and outcome metrics related to addressing homelessness in the region. The TCPB is supported administratively by Metro. The TCPB's regional plan and ongoing role is to guide the investments of the Regional Investment Fund (RIF) to support the counties and Metro in achieving SHS program alignment, coordination and outcomes at a regional level.

The TCPB's membership includes a broad range of personal and professional experience, including people with lived experience of homelessness or housing instability. The TCPB also reflects the diversity of the region. As required by Measure 26-210, at Section 6(4), membership includes people with the following experiences, perspectives and qualities:

- People from Black, Indigenous and people of color and other marginalized communities
- Culturally responsive and culturally specific service providers
- Elected officials, or their representatives, from the counties and cities participating in the regional affordable housing bond
- Representatives from the business, faith and philanthropic sectors
- Representatives of county/city agencies responsible for implementing housing and homelessness services, and that routinely engage with unsheltered people
- Representatives from health and behavioral health who have expertise serving those with health conditions, mental health and/or substance use from culturally responsive and culturally specific service providers
- Representation ensuring geographic diversity

Stipends and other supports for participation are available to TCPB committee members.

ATTACHMENTS

None



Metro

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

Agenda #: 3.2

File #: RES 25-5473

Agenda Date: 5/8/2025

Resolution No. 25-5473 For the Purpose of Adding a New ODOT Public Transportation Awarded Project into the 2024-27 MTIP for TriMet Supporting Elderly and Disabled Persons Transit Needs

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING A NEW)	RESOLUTION NO. 25-5473
ODOT PUBLIC TRANSPORTATION)	
AWARDED PROJECT INTO THE 2024-27)	Introduced by: Chief Operating
MTIP FOR TRIMET SUPPORTING)	Officer Marissa Madrigal in
ELDERLY AND DISABLED PERSONS)	concurrence with Council President
TRANSIT NEEDS)	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, the Oregon Department of Transportation (ODOT) Public Transportation Division has awarded TriMet \$2,134,621 of federal Surface Transportation Block Grant funds in support of TriMet’s Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, TriMet will provide the minimum match requirement and use the funding to procure eligible replacement paratransit buses and/or vehicles, and:

WHEREAS, ODOT will initiate and complete the required flex transfer of the FHWA based funding to FTA which will allow TriMet to then access, obligate, and expend the funding award; and

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

WHEREAS, on March 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on March 20, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add the new project 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 8th day of May 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
March 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MR25-08-MAR

The March 2025 MTIP Formal Amendment contains one new project being added to the 2024-27 MTIP from the ODOT Public Transportation Division (PTD). A summary of the project is shown below:

Key 23838 (New Project) - Transit Vehicle Replacement Tri-Met FFY25 (ODOT PTD): Key 23838 was awarded \$2.13 million of federal State Surface Transportation Block Grant funds supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. ODOT will transfer the funds to the Federal Transit Administration (FTA) via a process called “flex transfer”. Once this is complete, TriMet will be able to access, obligate, expend the funds through the FTA oversight process.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 March Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5473

March 2025 Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: MR25-08-MAR
Total Number of Projects: 1

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23838 MTIP ID TBD <i>New Project</i>	ODOT PTD	Transit Vehicle Replacement Tri-Met FFY25	ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new award for TriMet supporting FTA 5310 program area needs to procure replacement buses/vehicles.

Proposed Amendment Review and Approval Steps	
March 2025 (MR25-08-MAR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, March 4, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is March 4, 2025 to April 2, 2025.)
Friday, March 7, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, March 20, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, April 10, 2025	Metro Council Meeting – Final Metro amendment approval request.
May, 2025?	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

Added Notes:

1. Approval by FTA will be required for this amendment along with final approval from FHWA.
2. The FTA approval assumes FTA lifts their formal/full MTIP/STIP amendments pause by April 2025 allowing the formal amendment to receive the required FTA approval.



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

MTIP Formal Amendment
ADD NEW PROJECT
 Add the ODOT PTD awarded 5310
 vehicle replacement project

Project #1

Project Details Summary							
ODOT Key #	23838	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:		MR25-08-MAR		STIP Amendment ID:		24-27-2324	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new 5310 paratransit vehicle replacement project award to the MTIP. Funding is awarded from the ODOT Public Transportation Division (PTD) to TriMet in support of FTA Section 5310 program areas. The funding will support 5310 program area replacement vehicle procurements,

Project Name:	Transit Vehicle Replacement Tri-Met FFY25						
Lead Agency:	ODOT PTD	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	Yes	

Short Description:
 ODOT PTD funding to TriMet supporting FTA 5310 paratransit replacement bus/vehicle procurements to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient.

MTIP Detailed Description (Internal Metro use only):
 ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.

STIP Description:
 Funding for replacement or right sizing of category A or B transit vehicles in urban areas. This project will be delivered through FTA.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit ODOT Work Type:	Transit - Vehicles TRANSIT		Vehicles - Replacement				Capital Improvement		
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						\$ 2,134,621	\$ 2,134,621
									\$ -
Federal Totals:			\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
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						\$ 244,317	\$ 244,317
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
Total Estimated Project Cost									\$ 2,378,938
Total Cost in Year of Expenditure:									\$ 2,378,938

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:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ -		\$ 244,317	\$ 244,317
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	\$ -		\$ -	\$ -		\$ 2,134,621	\$ 2,134,621
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -		\$ 244,317	\$ 244,317
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,378,938	\$ 2,378,938

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%	10.3%	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:							TrAMS 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 Transportation Division award to TriMet
2. Does the amendment include changes or updates to the project funding? Yes. New State STBG (to be flex transferred to FTA and for TriMet is being added to the MTIP
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via STIP Impacts Worksheet and confirmation from the ODOT Statewide Investments Management Section Manager
4. Level of funding approval? ODOT Public Transportation manager level and the ODOT Statewide Investments Management Section Manager
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? Adequate for now.

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
	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	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
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 - Access to Transit: 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.	
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, March 4, 2025 to Wednesday, April 2, 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 other than a possible description revision request from TriMet as part of the public comments period**

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	FTA Section 5310 funding are federal funds intended to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas

Financial Plan -- Estimate / Actual Amounts

Phase	Funding Resp	STIP	Year	Total Est/Act Amt	Fed Est/Act Amt	State Est/Act Amt	Local Est/Act Amt	Comment
OT	SW TRANSIT	2024-2027 STIP	2025	2,378,938.00	2,134,621.00	0.00	244,317.00	1/14/25: Create new project per 24-27-2324.
	OT Totals			2,378,938.00	2,134,621.00	0.00	244,317.00	
Grand Totals				2,378,938.00	2,134,621.00	0.00	244,317.00	

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%	2,378,938.00	89.73%	2,134,621.00	0.00%	0.00	10.27%	244,317.00
	OT Totals			100.00%	2,378,938.00		2,134,621.00		0.00	
Grand Totals					2,378,938.00	2,134,621.00		0.00		244,317.00

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	Not Applicable	Not Applicable
Federal Aid Eligible Facility	N/A	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:



Memo

Date: April 22, 2025
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: March 2025 MTIP Formal Amendment & Resolution 25-5473 Approval Request
– MR25-08-MAR

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING A NEW ODOT PUBLIC TRANSPORTATION AWARDED PROJECT INTO THE 2024-27 MTIP FOR TRIMET SUPPORTING ELDERLY AND DISABLED PERSONS TRANSIT NEEDS

BACKGROUND

What This Is - Amendment Summary:

The March 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains one project. The project involves a new ODOT Public Transportation Division (PTD) award to TriMet supporting TriMet’s elderly and disabled persons transportation needs program.

What is the requested action?

JPACT approved Resolution 25-5473 that adds the new paratransit vehicle replacement project into the MTIP and now requests Metro Council provide the final approval as well.

TPAC March 7, 2025, Meeting Summary:

TPAC members received their official notification and overview of the amendment bundle. There was no significant discussion. TPAC unanimously provided their approval recommendation for JPACT to approve Resolution 25-5473 containing the new paratransit replacement vehicle replacement project.

JPACT March 20, 2025, Meeting Summary:

Resolution 25-5473 was included on the Consent Calendar for the March 20, 2025 JPACT meeting. JPACT passed the Consent Calendar agenda without discussion.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1	Key Number: 23838	Status: Add New Project																																																																																																
Project Name:	Transit Vehicle Replacement Tri-Met FFY25																																																																																																	
Lead Agency:	ODOT PTD																																																																																																	
Description:	<p>ODOT PTD FFY 2025 award to TriMet supporting the procurement of FTA Section 5310 replacement paratransit buses/vehicles that support the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable or insufficient, or inappropriate. State STBG will be flex transferred to FTA for TriMet.</p>																																																																																																	
Funding Summary:	<p>The ODOT Public Transportation Division has authorized a \$2,134,621 to TriMet to support their FTA Section 5310 transit program that addresses elderly and disabled persons transportation needs. A local 10.27% minimum match is required which adds \$244,317 for a programming total of \$2,378,938.</p> <p>ODOT initial will act as lead agency to complete MTIP and STIP programming actions and to initiate the funding flex transfer to FTA. The programmed State Surface Transportation Block Grant (STBG) will be transferred from FHWA to FTA. The funds will then be converted to FTA Section 5310 funding. TriMet will then be able to access, obligate and expend the funds in support of the replacement vehicle procurement through FTA’s Transit Award Management System (TrAMS).</p>  <p>The federal originate form the approval of the 2024-27 STIP with a total of \$15 million allocated in support of transit vehicle replacement. The award to TriMet was authorized by the Public Transportation Division Transit Manager.</p> <table border="1" data-bbox="493 1514 1409 1705"> <thead> <tr> <th>Overall STIP Fix-It Funding Allocations by Program</th> <th>Federal</th> <th>SHF</th> <th>HB 2017</th> <th>B/P 1%</th> <th>TOF</th> <th>Local</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Discretionary Non-Highway</td> <td>174,145,647</td> <td>2,567,500</td> <td>-</td> <td>9,728,630</td> <td>686,727</td> <td>6,910,443</td> <td>194,038,947</td> </tr> <tr> <td>Off-System Bike Ped</td> <td>49,213,147</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>5,632,665</td> <td>54,845,812</td> </tr> <tr> <td>SRTS Education</td> <td>4,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>444,444</td> <td>4,444,444</td> </tr> <tr> <td>Transportation Options</td> <td>7,500,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>833,333</td> <td>8,333,333</td> </tr> <tr> <td>Bike-Ped Strategic</td> <td>45,000,000</td> <td>-</td> <td>-</td> <td>5,150,451</td> <td>-</td> <td>-</td> <td>50,150,451</td> </tr> <tr> <td>ODOT SRTS Infrastructure</td> <td>25,000,000</td> <td>-</td> <td>-</td> <td>2,861,362</td> <td>-</td> <td>-</td> <td>27,861,362</td> </tr> <tr> <td>Transit Vehicle Replacement</td> <td>15,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>15,000,000</td> </tr> <tr> <td>Passenger Rail Facility Planning</td> <td>1,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>114,454</td> <td>-</td> <td>1,114,454</td> </tr> <tr> <td>Great Streets</td> <td>22,432,500</td> <td>2,567,500</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>25,000,000</td> </tr> <tr> <td>Innovative Mobility Pilot</td> <td>5,000,000</td> <td>-</td> <td>-</td> <td>-</td> <td>572,272</td> <td>-</td> <td>5,572,272</td> </tr> <tr> <td>21-24 ODOT SRTS Infrastructure</td> <td>-</td> <td>-</td> <td>-</td> <td>1,716,817</td> <td>-</td> <td>-</td> <td>1,716,817</td> </tr> </tbody> </table>		Overall STIP Fix-It Funding Allocations by Program	Federal	SHF	HB 2017	B/P 1%	TOF	Local	Total	Discretionary Non-Highway	174,145,647	2,567,500	-	9,728,630	686,727	6,910,443	194,038,947	Off-System Bike Ped	49,213,147	-	-	-	-	5,632,665	54,845,812	SRTS Education	4,000,000	-	-	-	-	444,444	4,444,444	Transportation Options	7,500,000	-	-	-	-	833,333	8,333,333	Bike-Ped Strategic	45,000,000	-	-	5,150,451	-	-	50,150,451	ODOT SRTS Infrastructure	25,000,000	-	-	2,861,362	-	-	27,861,362	Transit Vehicle Replacement	15,000,000	-	-	-	-	-	15,000,000	Passenger Rail Facility Planning	1,000,000	-	-	-	114,454	-	1,114,454	Great Streets	22,432,500	2,567,500	-	-	-	-	25,000,000	Innovative Mobility Pilot	5,000,000	-	-	-	572,272	-	5,572,272	21-24 ODOT SRTS Infrastructure	-	-	-	1,716,817	-	-	1,716,817
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Amendment Action:	<p>The formal amendment adds the new ODOT STBG award for TriMet to support their elderly and disabled persons transit needs (5310) program. TriMet will use the funds as part of a replacement vehicle purchase in support of their 5310 Program.</p>																																																																																																	

<p>Added Notes:</p>	<p>Project Location: NA: Regional application</p> <p>About FTA’s Section 5310 Program:</p>  <p>Overview This program (49 U.S.C. 5310) provides funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>The program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the transportation needs of older adults and people with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). The funding can be used for “traditional” or “nontraditional” projects. “Traditional” projects are capital projects as defined in 49 U.S.C. 5302(3). “Nontraditional” projects are capital and/or operating projects that go beyond the scope of the Americans with Disabilities Act (ADA) complementary paratransit services or public transportation alternatives designed to assist older adults and people with disabilities.</p> <p>Eligible Activities Traditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Buses and vans • Wheelchair lifts, ramps, and securement devices • Transit-related information technology systems, including scheduling/routing/one-call systems • Mobility management programs • Acquisition of transportation services under a contract, lease, or other arrangement <p>Nontraditional Section 5310 project examples include:</p> <ul style="list-style-type: none"> • Travel training • Volunteer driver programs • Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features • Improvements to signage, or way-finding technology • Incremental cost of providing same day service or door-to-door service
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	<ul style="list-style-type: none"> • Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs • Mobility management programs
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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 March 2025 Formal MTIP amendment (MR25-08-MAR) 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.
- 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.....	February 28, 2025
• Initiate the required public notification/comment process.....	March 4, 2025
• TPAC approval recommendation to JPACT.....	March 7, 2025
• JPACT approval and recommendation to Council.....	March 20, 2025
• Completion of public notification/comment process.....	April 2, 2025
• Metro Council approval.....	May 8, 2025

Notes:

- * The above dates are estimates. JPACT and Council meeting dates could change.
- ** If any notable comments are received during the public comment period requiring follow-on discussions, they will be addressed by JPACT.

USDOT Approval Steps. The below timeline is an estimation only 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.....	May 15, 2025
• USDOT clarification and final amendment approval.....	Mid-June 2025

Notes:

- This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide amendment approval with the final amendment approval from FHWA.
- Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the March 2025 Formal Amendment to proceed and receive final approval.
- ~~As of February 21, 2025, FHWA now requires a two-step approval requirement for all formal MTIP/STIP amendments: FHWA approval is required by the State FHWA Division Office with final approval from Headquarters FHWA in Washington DC.~~
- As of March 7, 2025, FHWA has reversed their two-step approval process. Formal/Full MTIP/STIP amendments only require approval from the FHWA state field office. They will not require a second approval from FHWA Headquarters in Washington DC.

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 2024-27 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:** There is no impact to the Metro budget. The approved funding for the project originates from ODOT.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5473 that adds the new paratransit vehicle replacement project into the MTIP and now requests Metro Council provide the final approval as well.

No Attachments.



Metro

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

Agenda #: 3.3

File #: RES 25-5481

Agenda Date: 5/8/2025

Resolution No. 25-5481 For The Purpose Of Adding, Amending, Or Canceling Three Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS) RESOLUTION NO. 25-5481
)
) 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, the Oregon Transportation Commission approved \$15,350,000 of State GARVEE bond funds in support of ODOT’s Phase 6 American with Disabilities Act (ADA) Construction project which will complete curb and ramp upgrades to meet ADA standards; and

WHEREAS, ADA curb and ramp upgrades will occur at multiple locations throughout Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and Molalla; and

WHEREAS, the Oregon Department of Transportation Public Transportation Division (ODOT PTD) is increasing their elderly and disabled persons funding award by \$945,307 of federal Surface Transportation Block Grant funds as a corrective action to support TriMet’s Federal Transit Administration Section 5310 Program; and

WHEREAS, the Section 5310 Program supports the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate; and

WHEREAS, ongoing prior transit award reviews revealed that project Key 23015, Enhanced Mobility E&D – Tri County Area FFY 2025 FTA 5310 project award is a duplicate to a later programmed FTA 5310 type award for TriMet, and is now canceling the project, and:

WHEREAS, the programming updates to the new project is stated in Exhibit A to this resolution; and

WHEREAS, on April 4, 2025, Metro’s Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on April 17, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add, amend, or cancel the three 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 8th day of May 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
April 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: AP25-09-APR

The April 2025 MTIP Formal Amendment contains three projects. One is a new ODOT Americans with Disabilities Act (ADA) construction phase project and the other two are corrections to ODOT Public Transportation Division (PTD) prior programmed projects. A summary of the projects is shown below:

Key 23763 (New Project) - Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6 (ODOT): Key 23763 represents the latest quarterly ODOT ADA construction phase project that will construct curb and ramps upgrades region-wide at various locations to meet compliance with ADA standards for added pedestrian safety needs.

Key 23042 (Existing Project) - Oregon Transportation Network - TriMet FFY27 (ODOT PTD): Key 23042 receives an additional \$945,307 of approved State STBG funds for TriMet for their FTA Section 5310 program that provides capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations. This is an update to earlier programmed ODOT PTD projects where STBG is now being committed to replace the prior use of FTA 531- funds.

Key 23015 (Existing Project) - Enhanced Mobility E&D (5310) - (ODOT PTD): Key 23015 was originally programmed with FTA Section 5310 funds. Subsequent to this, ODOT PTD changed the programming process to use State STBG funds awarded for Transit awards. Since last November, ODOT PTD has been working to convert the awarded programming and clean-up the awarded programmed funds. Ongoing reviews revealed the 5310 funded project version is a duplicate against other ODOT PTD State STBG funded projects. As a result, Key 23015 is being removed from the MTIP and STIP.

Exhibit A Table (MTIP Worksheets) follow on the next pages and contain the specific project changes for the FFY 2025 April Formal MTIP Amendment.

2024-2027 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 25-5481

April 2025 Formal Amendment Bundle Contents
Amendment Type: Formal/Full
Amendment #: AP25-09-APR
Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # 23763 MTIP ID TBD <i>New Project</i>	ODOT	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6	Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians	<u>ADD NEW PROJECT:</u> The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programmed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details.

Category: Amending Existing Projects in the 2024-2027 MTIP:

(#2) ODOT Key # 23042 MTIP ID 71383	ODOT PTD	Oregon Transportation Network - TriMet FFY27	ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.	<p><u>ADD FUNDS:</u> The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT PTD and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.</p>
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Category: Amending Existing Projects in the 2024-2027 MTIP:

(#3) ODOT Key # 23015 MTIP ID 71381	ODOT PTD	Enhanced Mobility E&D (5310) - Tri County Area FY25	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.	<p><u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting.</p>
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Proposed Amendment Review and Approval Steps	
April 2025 (AP25-09-APR) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, April, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 1, 2025, to April 30, 2025.)
Friday, April 4, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and approval recommendation provided to JPACT
Thursday, April 17, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, May 8, 2025	Metro Council Meeting – Final Metro amendment approval request.
June, 2025	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.



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 ODOT ADA
 Construction Phase 6 project

Project #1

Project Details Summary							
ODOT Key #	23763	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-1941	

Summary of Amendment Changes Occurring:
 The formal amendment adds the construction funding to complete various ADA curb and ramp required upgrades. The preliminary engineering/design was completed as part of project Key 22978. Only the construction phase needs to be programed. GARVEE bonds are identified as the source funding for the construction phase. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. Attachment 1 to the staff report contains the Portland area approved site location list. Attachment 2 includes the OTC Staff Report providing additional project details

Project Name:	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6						
Lead Agency:	ODOT	Applicant:	ODOT		Administrator:	ODOT	
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No		Delivery as Direct Recipient:	YES	

Short Description:
 Construct curb and ramps upgrades region-wide at various locations to meet compliance with the Americans with Disabilities Act (ADA) standards for added pedestrian safety needs.

MTIP Detailed Description (Internal Metro use only):
 Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramps upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians.

STIP Description:
 Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Pedestrian ADAP	Sidewalk Reconstruction	Capital Improvement

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									
									\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
GARVEE Bonds	GAR1	2027					\$ 15,350,000		\$ 15,350,000
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ -

Note: Approved funding are state (Grant Anticipation Revenue Vehicles) bonds. There is no match requirement.

Local Funds

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

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Total Estimated Project Cost							\$ 15,350,000
Total Cost in Year of Expenditure:							\$ 15,350,000

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:	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	0.00%	0.00%	0.00%	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ 15,350,000	\$ -	\$ 15,350,000

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%	0.00%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.00%
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	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
State	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Fed Aid ID
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
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? **ODOT approved funding supporting ADA curb and ramp improvements: Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP to funding reserve accounts, with funding still to be approved and distributed to individual projects. This quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the commission**
2. Does the amendment include changes or updates to the project funding? **Yes. Added GARVEE bond funds are being transferred from Key 23043 to Key 23763 to support the new ADA Phase 6 Construction project.**
3. Was proof-of-funding documentation provided to verify the funding change? **Yes, via the March 13, 2025 OTC meeting. See Attachment 2 and 3 for OTC action.**
4. Level of funding approval? **Oregon Transportation Commission (OTC) 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	Cross Street
		Portland area	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	6	Pre-construction activities (pre-bid, construction management oversight, etc.).	
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:	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:	RTP ID - 12095: Safety & Operations Projects: 2023-2030
RTP Project Description:	Projects to improve safety and/or operational efficiencies such as pedestrian crossings, speed feedback signs, transit priority technology at signals on arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, sidewalks, bicycle lanes, and other improvements that do not add motor vehicle capacity.

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 #2 - Safer System: 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, April 1, 2025 to Wednesday, April 30, 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

GARVEE Bonds Grant Anticipation Revenue Vehicles (GARVEEs). GARVEE is used as a term for a debt instrument that has a pledge of future Title 23 Federal-aid funding. Significantly, it is authorized for Federal reimbursement of debt service and related financing costs. GARVEEs enable a state to accelerate construction timelines and spread the cost of a transportation facility over its useful life rather than just the construction period. The use of GARVEEs expands access to capital markets as an alternative or in addition to potential general obligation or revenue bonding capabilities

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
CN	GAR1	GARVEE Bonds	100.00%	15,350,000.00	0.00%	0.00	100.00%	15,350,000.00	0.00%	0.00
	CN Totals		100.00%	15,350,000.00		0.00		15,350,000.00		0.00
Grand Totals				15,350,000.00		0.00		15,350,000.00		0.00



Oregon
Tina Kotek, Governor

Attachment 2: ADA March 2025 OTC Staff Report Item

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

DATE: February 27, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K-** 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

Requested Action:
Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:
In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type	Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
23763	1	Portland Metro Area 2024-2027 ADA curb ramps, phase 6				CN	ADA	GARVEE - ADA	\$0.00	\$15,350,000.00	\$15,350,000.00	Add project with funding from project key 23043. Design completed under project key 22978.
23043	1	Portland Metro area 2024-2027 ADA curb ramp construction				CN	ADA	GARVEE - ADA	\$58,645,884.00	\$43,295,884.00	(\$15,350,000.00)	Reduce the project by \$15,350,000 and move to project key 23763.
23846	2	Astoria-Cottage Grove curb ramps				RW, CN	ADA	GARVEE - ADA	\$0.00	\$16,500,000.00	\$16,500,000.00	Add project with funding from project key 23031 and program savings. Design completed under project key 22985.

Preliminary Engineering/Design activities were completed from funding in Key 22978.

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ODOT Key: 22978 | MTIP ID: 71335
 Portland Metro Area 2024-2027 ADA Curb Ramp Design, Phase 1 - Cycle 2021-26

Project(s) in this cycle are not editable

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Preliminary engineering	2023		\$17,587,080	\$2,012,920		\$19,600,000	<input type="checkbox"/>
	2021	STBG - STATE	\$17,587,080	\$2,012,920		\$19,600,000	
Totals >>			\$17,587,080	\$2,012,920	\$0	\$19,600,000	

Construction phase activities are being funded from GARVEE bonds transferred from ODOT's statewide Garvee project grouping bucket in Key 23043.

Name: **Portland Metro area 2024-2027 ADA curb ramp construction** Key: **23043**

Description: ADA program funding for future construction activities. Projects to be identified at a later date. Region: 1
 MPO: Non-MPO Work Type: ADAP
 Applicant: ODOT Status: BUCKET OF FUNDS

Location(s)-

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

Current Project Estimate

	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year					2025		
Total					\$58,645,884.00		\$58,645,884.00
Fund 1					GAR1 \$58,645,884.00		
Match							

Footnote: GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)

Most Recent Approved Amendment

Amendment No: 24-27-1993	Approval Date: 3/16/2025
Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.	

Modeling Network , NHS, and Performance Measure Designations

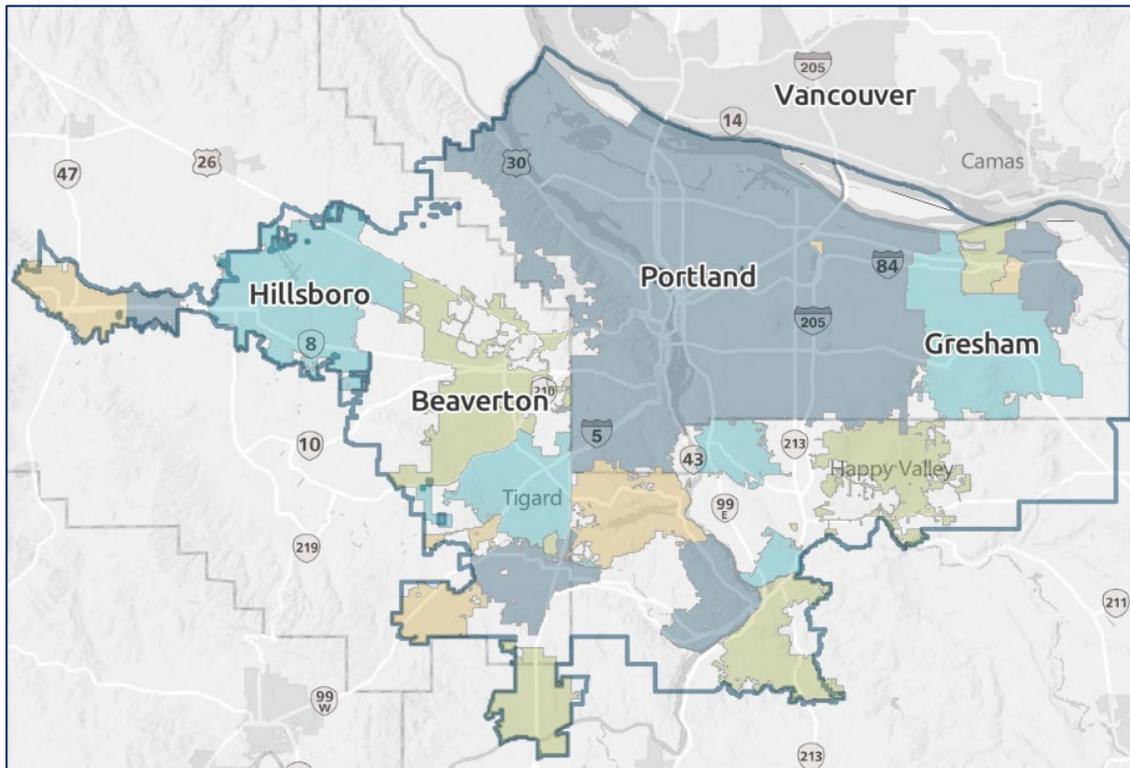
National Highway System and Functional Classification Designations

System	Y/N	Route	Designation
NHS Project	No	Various intersections	No designation
Functional Classification	Yes	Various intersections	Regional
Federal Aid Eligible Facility	Yes	Various intersections	Regional

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		

Added notes: Multiple site locations across the Metro MPA boundary area



Key 23763 approved site locations are spread across the Metro MPA boundary area and include locations in Portland, West Linn, Oregon City, Sherwood, Tigard, Tualatin and outside the MPA in Molalla.

See Attachment 1 to the staff report for the approved site location list



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

MTIP Formal Amendment
ADD FUNDS
 Add authorized funding per ODOT
 PTD and OTC action

Project #2

Project Details Summary							
ODOT Key #	23042	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	11/30/2023
MTIP ID:	71383	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-1505	

Summary of Amendment Changes Occurring:
 The formal amendment increases the authorized federal funding for the project. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. The awarded funding is intended for TriMet and will support their FTA Section 5310 program which supports transportation needs to elderly and disabled persons.

Project Name:	Oregon Transportation Network - TriMet FFY27						
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
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MTIP Detailed Description (Internal Metro use only):
 ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.

STIP Description:
 Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

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	2027						\$ 1,700,000	\$ -
State STBG	Y240	2027						\$ 2,645,307	\$ 2,645,307
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,645,307	\$ -

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						\$ 194,572	\$ -
Local	Match	2027						\$ 302,767	\$ 302,767
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,894,572	\$ 1,894,572
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,074	\$ 2,948,074
Total Estimated Project Cost							\$ 2,948,074
Total Cost in Year of Expenditure:							\$ 2,948,074

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,053,502	\$ 1,053,502
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	55.61%	55.61%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767
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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,645,307	\$ 2,645,307
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,767	\$ 302,767
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,948,074	\$ 2,948,074

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%	89.7%
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%	89.7%
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:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:							FMIS or TRAMS
Known Expenditures:							TrAMS
Completion Date Notes:						Estimated Project Completion Date:	Not Specified
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 State STBG.
2. Does the amendment include changes or updates to the project funding? Yes. The amendment now increases the authorized allocation to the project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC March 2025 action (Quarterly STIP Amendment item)
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (March 2025 meeting),
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	0	No Activity	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	October 2024	Last MTIP Amend Num	OC25-01-OCT
Last Amendment Action	REDUCE FUNDING: The formal amendment reduces the authorized funding award to the project per a revised FTA allocation.						

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 represents a regional transit system PGB 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 #1 - Mobility Options:**
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.
 - Goal # 3 - Equitable Transportation :**
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, April 1, 2025 to Wednesday, April 30, 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 I/JA	100.00%	2,948,074.00	89.73%	2,645,307.00	0.00%	0.00	10.27%	302,767.00
	OT Totals		100.00%	2,948,074.00		2,645,307.00		0.00		302,767.00
Grand Totals				2,948,074.00		2,645,307.00		0.00		302,767.00

Name: **Oregon Transportation Network - TriMet FFY27** Key: **23042**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: **1**

MPO: **Portland Metro MPO**

Work Type: **TR-CAP**

Applicant: **ODOT TRANSIT SECTION**

Status: **NON-CONSTRUCTION PROJECT**

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

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2027	
Total						\$1,894,572.00	\$1,894,572.00
Fund 1						Y240 \$1,700,000.00	
Match						\$194,572.00	

Footnote:

Most Recent Approved Amendment	
Amendment No: 24-27-1505	Approval Date: 1/7/2025
Requested Action: Reduce the project by \$3,642,153 to match the FTA grant. Update the project name to Oregon Transportation Network - TriMet FFY27.	



Oregon

Tina Kotek, Governor

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

DATE: February 27, 2025

TO: Oregon Transportation Commission



FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J** – 2025 March Quarterly STIP Adjustment

Requested Action: Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Outcomes:

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Agenda Item J, Attachment 01

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	Increase the right of way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad. Savings returned to the program.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Cancel project, duplicate project.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Increase the project by \$1,053,502 to match the FTA grant amount.
fix-it region 2				Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Funds added to 22724 and 22798.



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel duplicate project per ODOT
 PTD and OTC action

Project #3

Project Details Summary							
ODOT Key #	23015	RFFA ID:	N/A	RTP ID:	11334	RTP Approval Date:	11/30/2023
MTIP ID:	71381	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5310
MTIP Amendment ID:		AP25-09-APR		STIP Amendment ID:		24-27-2495	

Summary of Amendment Changes Occurring:

The formal amendment cancels the project from the MTIP and STIP. The action is the direction by the ODOT Public Transportation Division and approved by OTC during their March 2025 meeting. Reference Attachment 3 to the staff report for additional details. A Subsequent review of the PTD transit awards revealed a programming duplication. This amendment corrects the error.

Project Name:	Enhanced Mobility E&D (5310) - Tri County Area FY25
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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

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

MTIP Detailed Description (Internal Metro use only):

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

STIP Description:

Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.

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									
5310	5310	2025						\$ 4,968,103	\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 568,622	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,536,725	\$ 5,536,725
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost									\$ -
Total Cost in Year of Expenditure:									\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,536,725)	\$ (5,536,725)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	-100.00%	-100.00%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	0.00%	0.00%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Composition Percentages

Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%
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%	0.00%	0.00%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
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? Initially, ODOT Public Transit Division State 5310 appropriated funds.	
2. Does the amendment include changes or updates to the project funding? Yes. The amendment cancels the prior awarded 5310 funds for the project.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via OTC March 2025 action (Quarterly STIP Amendment item)	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? ODOT Public Transit Division approval plus OTC approval (March 2025 meeting),	
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	1	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	N/A	Date of Last Amendment	N/A	Last MTIP Amend Num	N/A
Last Amendment Action	Not Applicable						

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
	N/A							

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# 11334 - Operating Capital: Safety and Security: Phase 1
RTP Project Description:	Safety and security enhancements, CCTV, Rail crossing enhancements

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not applicable: The project represents a regional transit system PGB 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: Not applicable
Goal #1 – Mobility Options:
~~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.~~
Goal #3 – Equitable Transportation:
~~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, April 1, 2025 to Wednesday, April 30, 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
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	5310	Enhanced Mobility of Seniors & Individuals with Disabilities Grant Program (formula) 80/20 Capital, 50/50 is operating, 100/00 Program Administration	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
OT Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

Name: Enhanced Mobility E&D (5310) - TriCounty Area FY25 **Key: 23015**

Description **Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.** Region: 1

MPO: Portland Metro MPO

Work Type: TR-CAP

Applicant: ODOT TRANSIT SECTION

Status: NON-CONSTRUCTION PROJECT

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

Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year						2025	
Total						\$5,536,725.00	\$5,536,725.00
Fund 1						5310 \$4,968,103.00	
Match						\$568,622.00	

Footnote:



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J** – 2025 March Quarterly STIP Adjustment

Requested Action: Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Outcomes:

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Agenda Item J, Attachment 01

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	increase the right of way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad. Savings returned to the program.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Cancel project, duplicate project.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Increase the project by \$1,053,502 to match the FTA grant amount.
fix-it region 2				Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Funds added to 22724 and 22798.



Memo

Date: April 17, 2025
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: April 2025 MTIP Formal Amendment & Resolution 25-5481 Approval Request – AP25-09-APR

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING THREE PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

BACKGROUND

What This Is - Amendment Summary:

The April 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains three projects. Key 23673 is a new ODOT Americans with Disabilities Act (ADA) construction phase project being added to the MTIP. The other two are corrections to previously programmed ODOT Public Transportation Division awarded projects to TriMet. Project Key 23042 increases the authorized funding from ODOT to TriMet. Key 23015 has been determined to be a duplicate project to an earlier programmed project using STBG funds. Key 23015 is being canceled as a result.

What is the requested action?

JPACT approved Resolution 25-5481 allowing all required MTIP programming actions to be completed and now requests Metro Council provide the final approval.

TPAC April 4, 2025, Meeting Summary:

TPAC met on April 4, 2025, and received their MTIP amendment notification which included an overview of the project changes occurring. There was not significant discussion. TPAC provided their approval recommendation to JPACT to approve Resolution 25-5481.

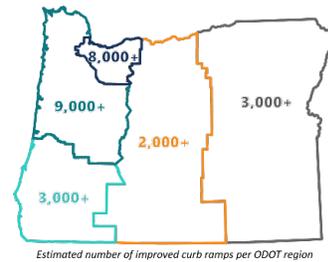
JPACT April 17, 2025, Meeting Summary:

JPACT met on April 17, 2025. The April 2025 MTIP Formal Amendment was included as part of the Consent Calendar agenda. JPACT approved the Consent Calendar agenda without discussion.

The following page provides a more detailed summary of the required changes for the new project.

Project Number: 1	Key Number: 23763	Status: Add New Project																																																																																																
Project Name:	Portland Metro area 2024-2027 ADA Curb Ramps, Phase 6																																																																																																	
Lead Agency:	ODOT																																																																																																	
Description:	Throughout the Metro MPA area at multiple locations including Portland, Lake Oswego, West Linn, Oregon City, Sherwood, Tigard, Tualatin, and outside of the MPA in Molalla, construct curb and ramp upgrades to meet compliance with the America Disabilities Act (ADA) standards and provide added safety for pedestrians.																																																																																																	
Funding Summary:	<p>The Oregon Transportation Commission (OTC) approved \$15,350,000 of State GARVEE bond funds to support required construction phase activities for the ADA curb and ramp upgrades. The funds are state funds. There is no matching fund requirement. The GARVEE bonds are being transferred from an ODOT non-MPO statewide project grouping bucket (PGB) in Key 23043. No update to Key 23043 is required in the MTIP. ODOT will complete required funding adjustments to Key 23043 in the STIP.</p> <table border="1" data-bbox="496 835 1414 1188"> <tr> <td colspan="2">Name: Portland Metro area 2024-2027 ADA curb ramp construction</td> <td colspan="2">Key: 23043</td> </tr> <tr> <td colspan="4">Description: ADA program funding for future construction activities. Projects to be identified at a later date. Region: 1</td> </tr> <tr> <td>MPO: Non-MPO</td> <td colspan="2">Work Type: ADAP</td> <td></td> </tr> <tr> <td>Applicant: ODOT</td> <td colspan="3">Status: BUCKET OF FUNDS</td> </tr> <tr> <td colspan="4">Location(s)-</td> </tr> <tr> <td>Mileposts</td> <td>Length</td> <td>Route</td> <td>Highway</td> </tr> <tr> <td></td> <td></td> <td></td> <td>ACT</td> </tr> <tr> <td></td> <td></td> <td></td> <td>REGION 1 ACT</td> </tr> <tr> <td></td> <td></td> <td></td> <td>COUNTY(S)</td> </tr> <tr> <td></td> <td></td> <td></td> <td>VARIOUS</td> </tr> <tr> <td colspan="4">Current Project Estimate</td> </tr> <tr> <td></td> <td>Planning</td> <td>Prelim. Engineering</td> <td>Right of Way</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Utility Relocation</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Construction</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Other</td> </tr> <tr> <td></td> <td></td> <td></td> <td>Project Total</td> </tr> <tr> <td>Year</td> <td></td> <td></td> <td>2025</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>\$58,645,884.00</td> </tr> <tr> <td>Fund 1</td> <td></td> <td></td> <td>GAR1 \$58,645,884.00</td> </tr> <tr> <td>Match</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">Footnote: GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)</td> </tr> <tr> <td colspan="4">Most Recent Approved Amendment</td> </tr> <tr> <td colspan="4">Amendment No: 24-27-1993 Approval Date: 3/16/2025</td> </tr> <tr> <td colspan="4">Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.</td> </tr> </table> <p>The funding represents the latest quarterly allocation from OTC in support of the required ADA curb and ramp upgrades.</p>		Name: Portland Metro area 2024-2027 ADA curb ramp construction		Key: 23043		Description: ADA program funding for future construction activities. Projects to be identified at a later date. Region: 1				MPO: Non-MPO	Work Type: ADAP			Applicant: ODOT	Status: BUCKET OF FUNDS			Location(s)-				Mileposts	Length	Route	Highway				ACT				REGION 1 ACT				COUNTY(S)				VARIOUS	Current Project Estimate					Planning	Prelim. Engineering	Right of Way				Utility Relocation				Construction				Other				Project Total	Year			2025	Total			\$58,645,884.00	Fund 1			GAR1 \$58,645,884.00	Match				Footnote: GARVEE- MASTER KEY NUMBER K23739-\$89,844,884 (\$80,617,814.41 FEDERAL/\$9,227,069.59 STATE)				Most Recent Approved Amendment				Amendment No: 24-27-1993 Approval Date: 3/16/2025				Requested Action: Reduce the project by \$31,199,000, moving funds to project keys 23734, 23748, 23762, 23770, 23771, and 23772.			
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Amendment Action:	The formal amendment adds the new ADA curb and ramps construction phase upgrades project to the 2024-27 MTIP. Only the construction phase is being added through the amendment. Preliminary Engineering/design work was completed as part of Key 22978.																																																																																																	
Added Notes:	<p>Overview:</p> <p>The Oregon Department of Transportation (ODOT) and the Association of Oregon Centers for Independent Living (AOCIL), et al. entered into a 15-year settlement agreement on Nov. 2, 2016, to make state highways more accessible to people with disabilities.</p> <ul style="list-style-type: none"> • ODOT is bringing 25,000+ curb ramps into compliance with Americans with Disabilities Act standards. As of Dec. 31, 2022, ODOT has completed, inspected and approved 6,176 curb ramp remediations. 																																																																																																	

- These improvements mean increased safety and more seamless access for people who walk, bike or roll. These benefits include: Upgrades to existing curb ramps and pedestrian signals.
- New ADA-compliant curb ramps and pedestrian signals where there are none.
- Over 8,000 ADA curb and ramp upgrades are planned for the ODOT Region 1 area.



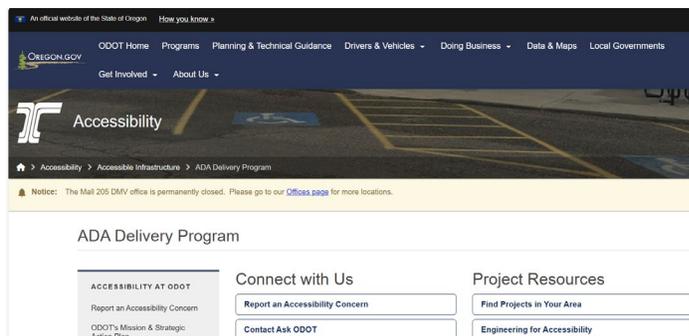
Constructing or remediating curb ramps requires many steps and people to achieve full ADA compliance. For example:

- Designing curb ramps to fit the location using national best practices and guidance from the U.S. Access Board.
- Removing barriers in existing curb ramps like the size of the lip from the street to the curb ramp entrance.
- Making the slope on the ramp less steep and creating more room to maneuver.
- Ensuring inspection values (percent of slope, width, truncated domes, etc.) are within the acceptable range for a compliant ramp.

ADA improvements will sometimes be integrated into larger, multifunctional transportation investment projects and sometimes will be stand-alone single function ADA curb ramp improvements.

Additional ODOT ADA curb and ramp upgrades can be found on ODOT’s website at:

<https://www.oregon.gov/odot/ADA/Pages/ADA-Infrastructure-Program.aspx>.



- Three attachments included with the staff report:
- Attachment 1: Key 23763 Approved Site Locations
 - Attachment 2: ADA March 2025 OTC Staff Report Item
 - Attachment 3: ODOT ADA Safe Crossings in Oregon Flyer

Project Number: 2	Key Number: 23763	Status: Existing Project
Project Name:	Oregon Transportation Network - TriMet FFY27	
Lead Agency:	ODOT	
Description:	ODOT PTD authorized State STBG supporting 5310 program areas that will upgrade transit services to the special needs, seniors, and other transit-dependent populations. Funds will be allocated to TriMet and flex transferred to FTA with an expected 5310 conversion code.	
Funding Summary:	<p>The ODOT PTD is increasing the federal funding for the project by \$945,307. The increase results from other clean-up amendments to prior awarded projects. The federal funding increases from \$1,700,000 to \$2,645,307. The programming increase is considered a corrective action due to the change-over to using State STBG as the awarded funding which triggered multiple corrective actions to other awarded projects.</p> <p>The total programmed increase from \$1,894,572 to \$2,948,074. The added funds represent a 55.6% increase to the project which is above the 30% threshold for cost increased which triggers the need for the formal/full amendment.</p> <p>OTC approval was required for the funding increases. OTC approval occurred during their March 2025 meeting. See Attachment 4, March 2025 Quarterly STIP Amendment OTC Staff Report for added details.</p>	
Amendment Action:	The formal amendment adds \$945,307 of State STBG funds plus required match to the project based on the revised approved funding award.	
Added Notes:	<p>This specific award is committed to TriMet to support their FTA Section 5310 program area needs. This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.</p> <p>These specific funds are considered a “discretionary” award to TriMet from ODOT. ODOT reserves a portion (about \$15 million) of their annual appropriated State STBG funds to support statewide transit needs.</p>	

As a direct recipient of federal transit funds, TriMet also receives a formula 5310 appropriation from FTA. This ODOT award to TriMet will be added to their formula 5310 apportionment to support various eligible program needs.

One attachment included with this Staff Report item:

Attachment 4: March 2025 Quarterly STIP Amendment OTC Staff Report.



Overview of Eligible FTA Section 5310 Activities:

Traditional Section 5310 project examples include:

- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Travel training
- Volunteer driver programs
- Construction of an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- Improvements to signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Purchase of vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- Mobility management programs

Additional guidance concerning FTA's 5310 program can be found on their website at:

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>.

Project Number: 3	Key Number: 23015	Status: Existing Project																																																												
Project Name:	Enhanced Mobility E&D (5310) - Tri County Area FY25																																																													
Lead Agency:	ODOT																																																													
Description:	Urbanized area public transit capital funding to improve transit services to the special needs, seniors, and other transit-dependent populations.																																																													
Funding Summary:	<p>The project was originally programmed with FTA Section 5310 funds. The federal programmed amount was \$4,968,103. Subsequent to adding Key 23015 to the MTIP/ STIP, the ODOT PTD determined the funding should be programmed as State STBG. During last December, ODOT PTD submitted a new transit award for TriMet using the new State STBG funding approach. The federal \$3,674,037 for TriMet was programmed in Key 23727. Key 23015 (this project) now appears to be a duplicate to Key 23727. The formal amendment is correcting this discrepancy.</p> <table border="1"> <thead> <tr> <th colspan="2">LEAD AGENCY</th> <th colspan="5">ODOT</th> </tr> <tr> <th colspan="2">PROJECT NAME</th> <th colspan="5">Oregon Transportation Network - TriMet FFY25</th> </tr> <tr> <th colspan="2">Project IDs</th> <th colspan="3">Project Description</th> <th colspan="2">Project Type</th> </tr> </thead> <tbody> <tr> <td>ODOT KEY</td> <td>23727</td> <td colspan="3" rowspan="3">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)</td> <td colspan="2" rowspan="3">Transit</td> </tr> <tr> <td>MTIP ID</td> <td>71448</td> </tr> <tr> <td>RTP ID</td> <td>10928</td> </tr> <tr> <th>Phase</th> <th>Year</th> <th>Fund Type</th> <th>Federal Amount</th> <th>Minimum Local Match</th> <th>Other Amount</th> <th>Total Amount</th> </tr> <tr> <td>Other (explain)</td> <td>2025</td> <td>STBG - STATE</td> <td>\$3,674,037</td> <td>\$420,510</td> <td>\$0</td> <td>\$4,094,547</td> </tr> <tr> <td colspan="3">FY 24-29 Totals</td> <td>\$3,674,037</td> <td>\$420,510</td> <td>\$0</td> <td>\$4,094,547</td> </tr> <tr> <td colspan="3">Estimated Project Cost (YOES)</td> <td>\$3,674,037</td> <td>\$420,510</td> <td>\$0</td> <td>\$4,094,547</td> </tr> </tbody> </table>		LEAD AGENCY		ODOT					PROJECT NAME		Oregon Transportation Network - TriMet FFY25					Project IDs		Project Description			Project Type		ODOT KEY	23727	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)			Transit		MTIP ID	71448	RTP ID	10928	Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount	Other (explain)	2025	STBG - STATE	\$3,674,037	\$420,510	\$0	\$4,094,547	FY 24-29 Totals			\$3,674,037	\$420,510	\$0	\$4,094,547	Estimated Project Cost (YOES)			\$3,674,037	\$420,510	\$0	\$4,094,547
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Amendment Action:	The formal amendment cancels Key 23015 as a duplicate project in the MTIP and STIP. OTC approval was required and did occur during their March 2025 meeting.																																																													
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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 April 2025 Formal MTIP amendment (AP25-09-APR) 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.
- 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 completes 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.....	March 28, 2025
• Initiate the required public notification/comment process.....	April 1, 2025
• TPAC approval recommendation to JPACT.....	April 4, 2025
• JPACT approval and recommendation to Council.....	April 17, 2025
• Completion of public notification/comment process.....	April 30, 2025
• Metro Council approval.....	May 8, 2025

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

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

USDOT Approval Steps. The below timeline is an estimation only 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.....	May 14, 2025
• USDOT clarification and final amendment approval.....	Mid to late June 2025
Notes:	
○ This amendment includes transit scope elements with eventual oversight from FTA. As a result, FTA is required to provide an amendment approval with the final amendment approval from FHWA.	
○ Presently, FTA has issued a formal amendment approval “pause” due to the Executive Order. We are assuming that FTA will lift the amendment approval pause by May and allow the April 2025 Formal Amendment to proceed and receive final approval.	

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 2024-27 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:** There are no fiscal impacts to the Metro budget. The approved funding for the project originates from ODOT.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5481 allowing all required MTIP programming actions to be completed and now requests Metro Council provide the final approval.

Four Attachments Included:

1. Key 23763 Approved Project Site List
2. ADA March 2025 OTC Staff Report
3. ODOT ADA Safe Crossings in Oregon Flyer
4. March 2025 Quarterly STIP Amendment OTC Staff Report

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W (& I-5)	001SNI00	293.84	1	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	1	2	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	2	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	3	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	3	2	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	4	1	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.84	4	2	Portland	001SK CONN. M.P. 1C293.84	Yes
OR99W (& I-5)	001SNI00	293.90	3	1	Portland	SW CAPITOL HWY.	Yes
OR99W (& I-5)	001SNI00	293.90	4	1	Portland	SW CAPITOL HWY.	Yes
OR99W (& I-5)	001SOI00	295.01	1	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2A	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2A	2	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	2A	3	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	3	1	Portland	SW HUBER ST.	Yes
OR99W (& I-5)	001SOI00	295.01	4	1	Portland	SW HUBER ST.	Yes
I-5	001VJI00	301.01	1	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	2	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	2	2	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	3	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	3	2	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	4	1	Portland	SE WATER AVE.	Yes
I-5	001VJI00	301.01	4	2	Portland	SE WATER AVE.	Yes
OR43	00300D00	0.02	1	1	Portland	MIDBLOCK CROSSING	Yes
OR43	00300D00	0.02	4	1	Portland	MIDBLOCK CROSSING	Yes
OR43	00300D00	0.37	3	2	Portland	001SZ CONN. M.P. 1C299.59 (SW CURRY ST.)	Yes
OR43	00300D00	0.37	4	1	Portland	001SZ CONN. M.P. 1C299.59 (SW CURRY ST.)	Yes
OR43	00300D00	0.47	3	2	Portland	SW GAINES ST.	Yes
OR43	00300D00	0.57	3	2	Portland	SW ABERNETHY ST.	Yes
OR43	00300D00	0.57	4	1	Portland	SW ABERNETHY ST.	Yes
OR43	00300D00	0.62	3	1	Portland	SW THOMAS ST.	Yes
OR43	00300D00	0.62	4	1	Portland	SW THOMAS ST.	Yes
OR43	00300D00	0.65	3	1	Portland	SW LOWELL ST.	Yes
OR43	00300D00	0.65	4	1	Portland	SW LOWELL ST.	Yes
OR43	00300D00	0.72	4	2	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	Yes
OR43	00300D00	0.72	5	1	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	Yes
OR43	00300D00	0.72	5A	1	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	Yes
OR43	00300D00	0.72	5A	2	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	No
OR43	00300D00	0.72	5A	3	Portland	SW BANCROFT ST. (003AC CONN. M.P. 3C0.63)	No
OR43	00300I00	0.34	3	1	Portland	SW GAINES ST.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR43	00300100	0.34	4	1	Portland	SW GAINES ST.	Yes
OR43	00300100	0.39	3	1	Portland	SW LANE ST.	Yes
OR43	00300100	0.39	4	1	Portland	SW LANE ST.	Yes
OR43	00300100	0.90	5	1	Portland	SW KELLY AVE. (SW SEYMOUR CT.)	Yes
OR43	00300100	0.90	7	1	Portland	SW KELLY AVE. (SW SEYMOUR CT.)	Yes
OR43	00300100	1.13	1	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.13	2	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.13	3	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.13	4	1	Portland	SW RICHARDSON CT.	Yes
OR43	00300100	1.18	1	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	1	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2A	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	2A	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	3	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	4	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	4A	1	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.18	4A	2	Portland	SW MITCHELL ST.	Yes
OR43	00300100	1.32	1	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.32	2	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.32	3	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.32	4	1	Portland	SW SWEENEY ST.	Yes
OR43	00300100	1.42	1	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.42	2	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.42	3	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.42	4	1	Portland	SW FLOWER ST.	Yes
OR43	00300100	1.60	1	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.60	2	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.60	3	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.60	4	1	Portland	SW IOWA ST.	Yes
OR43	00300100	1.68	1	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.68	2	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.68	3	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.68	4	1	Portland	SW CAROLINA ST.	Yes
OR43	00300100	1.74	1	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	1	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	2	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	2	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	2A	1	Portland	SW DAKOTA ST.	Yes

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OR43	00300100	1.74	2A	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	3	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	4	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	4A	1	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.74	4A	2	Portland	SW DAKOTA ST.	Yes
OR43	00300100	1.84	2	1	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	2	2	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	2A	1	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	2A	2	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.84	3	1	Portland	SW IDAHO ST.	Yes
OR43	00300100	1.89	1	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.89	2	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.89	3	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.89	4	1	Portland	SW VERMONT ST.	Yes
OR43	00300100	1.94	1	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	1	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2A	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	2A	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	3	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	4	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	4A	1	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.94	4A	2	Portland	SW FLORIDA ST.	Yes
OR43	00300100	1.99	1	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	1.99	2	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	1.99	3	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	1.99	4	1	Portland	SW CALIFORNIA ST.	Yes
OR43	00300100	2.04	1	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	1	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2A	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	2A	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	3	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	4	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	4A	1	Portland	SW TEXAS ST.	Yes
OR43	00300100	2.04	4A	2	Portland	SW TEXAS ST.	Yes
OR43	00300100	5.46	2	1		SW BRIARWOOD RD.	Yes
OR43	00300100	5.46	3	1		SW BRIARWOOD RD.	Yes

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OR43	00300100	5.74	1A	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300100	5.74	2	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300100	5.74	2A	1		SW TERWILLIGER BLVD. (S STAMPHER RD.)	Yes
OR43	00300100	5.86	1	1	Lake Oswego	D AVE.	Yes
OR43	00300100	5.86	1	2	Lake Oswego	D AVE.	Yes
OR43	00300100	5.86	2	1	Lake Oswego	D AVE.	Yes
OR43	00300100	6.43	1	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	2	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	3	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	3	2	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	4	1	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.43	4	2	Lake Oswego	LEONARD ST.	Yes
OR43	00300100	6.62	1	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	2	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	3	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	3	2	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	4	1	Lake Oswego	LADD ST.	Yes
OR43	00300100	6.62	4	2	Lake Oswego	LADD ST.	Yes
OR43	00300100	7.03	3	1	Lake Oswego	LAUREL ST.	Yes
OR43	00300100	7.03	4	1	Lake Oswego	LAUREL ST.	Yes
OR43	00300100	7.10	2A	1	Lake Oswego	BURNHAM RD.	Yes
OR43	00300100	7.10	2A	2	Lake Oswego	BURNHAM RD.	Yes
OR43	00300100	7.10	3	1	Lake Oswego	BURNHAM RD.	Yes
OR43	00300100	8.29	3	1	West Linn	ROBINWOOD WAY	Yes
OR43	00300100	8.29	4	1	West Linn	ROBINWOOD WAY	Yes
OR43	00300100	8.31	3	1	West Linn	SHADY HOLLOW WAY	Yes
OR43	00300100	8.31	3	2	West Linn	SHADY HOLLOW WAY	No
OR43	00300100	8.31	4	2	West Linn	SHADY HOLLOW WAY	No
OR43	00300100	8.53	3	1	West Linn	S FAIRVIEW WAY	Yes
OR43	00300100	8.53	3	2	West Linn	S FAIRVIEW WAY	Yes
OR43	00300100	8.53	4	1	West Linn	S FAIRVIEW WAY	Yes
OR43	00300100	8.75	3	1	West Linn	S WALLING CIR.	Yes
OR43	00300100	8.75	4	1	West Linn	S WALLING CIR.	Yes
OR43	00300100	8.80	1	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	2	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	3	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	3	2	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	4	1	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.80	4	2	West Linn	CEDAR OAK DR.	Yes
OR43	00300100	8.90	1	1	West Linn	HIDDEN SPRINGS RD.	Yes

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OR43	00300100	8.90	1	2	West Linn	HIDDEN SPRINGS RD.	Yes
OR43	00300100	9.02	1	1	West Linn	MAPLETON DR.	Yes
OR43	00300100	9.02	2	1	West Linn	MAPLETON DR.	Yes
OR43	00300100	9.22	3	1	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.22	3	2	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.22	4	1	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.22	4	2	West Linn	ROAD (MARY S. YOUNG STATE PARK)	Yes
OR43	00300100	9.36	3	1	West Linn	MOHAWK WAY	Yes
OR43	00300100	9.36	4	1	West Linn	MOHAWK WAY	Yes
OR43	00300100	9.43	1	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300100	9.43	2	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300100	9.43	3	1	West Linn	LINNWOOD DR. (MARK LN.)	Yes
OR43	00300100	9.54	1	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	2	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	3	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	3	2	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.54	4	1	West Linn	JOLLIE POINTE RD.	Yes
OR43	00300100	9.64	1	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.64	2	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.64	3	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.64	4	1	West Linn	UNDERHILL LN.	Yes
OR43	00300100	9.68	1	1	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.68	1	2	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.68	2	1	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.68	4	1	West Linn	PIMLICO DR.	Yes
OR43	00300100	9.73	1	1	West Linn	MAGONE LN.	Yes
OR43	00300100	9.73	2	1	West Linn	MAGONE LN.	Yes
OR43	00300100	9.76	1	1	West Linn	DILLOW DR.	Yes
OR43	00300100	9.76	2	1	West Linn	DILLOW DR.	Yes
OR43	00300100	9.83	1	1	West Linn	HUGHES DR.	Yes
OR43	00300100	9.83	2	1	West Linn	HUGHES DR.	Yes
OR43	00300100	9.91	1	1	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300100	9.91	1	2	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300100	9.91	2	1	West Linn	WHITE TAIL DR. (ROAD)	Yes
OR43	00300100	9.97	1	1	West Linn	BARLOW ST.	Yes
OR43	00300100	10.18	1	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.18	2	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.18	3	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.18	4	1	West Linn	BUCK ST. (CAUFIELD ST.)	Yes
OR43	00300100	10.35	1	1	West Linn	FAILING ST.	Yes

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OR43	00300100	10.35	2	1	West Linn	FAILING ST.	Yes
OR43	00300100	10.52	1	1	West Linn	HOLMES ST.	Yes
OR43	00300100	10.52	2	1	West Linn	HOLMES ST.	Yes
OR43	00300100	10.52	3	1	West Linn	HOLMES ST.	Yes
OR43	00300100	10.62	1	1	West Linn	LEWIS ST.	Yes
OR43	00300100	10.62	2	1	West Linn	LEWIS ST.	Yes
OR43	00300100	10.64	1	1	West Linn	WEBB ST.	Yes
OR43	00300100	10.71	1	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.71	2	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.71	3	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.71	4	1	West Linn	BOLTON ST.	Yes
OR43	00300100	10.76	1	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.76	2	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.76	3	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.76	4	1	West Linn	WILLSON ST.	Yes
OR43	00300100	10.80	1	1	West Linn	BURNS ST.	Yes
OR43	00300100	10.80	2	1	West Linn	BURNS ST.	Yes
OR43	00300100	10.80	3	1	West Linn	BURNS ST.	Yes
OR43	00300100	10.80	4	1	West Linn	BURNS ST.	Yes
OR43	00300100	11.06	1	1	West Linn	HOLLOWELL ST.	Yes
OR43	00300100	11.06	3	2	West Linn	HOLLOWELL ST.	Yes
OR43	00300100	11.06	4	1	West Linn	HOLLOWELL ST.	Yes
OR43	00300100	11.13	1	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	1	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	2	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	2	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	3	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	3	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	4	1	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.13	4	2	West Linn	003AI CONN. M.P. 1C11.13 (064AP CONN. M.P. 2C9.21)	Yes
OR43	00300100	11.37	1	1	West Linn	MILL ST.	Yes
OR43	00300100	11.37	1	2	West Linn	MILL ST.	Yes
OR43	00300100	11.37	2	1	West Linn	MILL ST.	Yes
OR43	00300100	11.37	2	2	West Linn	MILL ST.	Yes
OR43	00300100	11.37	3	1	West Linn	MILL ST.	Yes
OR43	00300100	11.37	4	1	West Linn	MILL ST.	Yes
OR43	00300100	11.55	1	1	Oregon City	MAIN ST.	Yes
OR43	00300100	11.55	2	1	Oregon City	MAIN ST.	Yes
OR43	00300100	11.55	2	2	Oregon City	MAIN ST.	Yes
OR43	00300100	11.55	3	1	Oregon City	MAIN ST.	Yes

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OR43	00300I00	11.55	3	2	Oregon City	MAIN ST.	Yes
OR43	00300I00	11.55	4	1	Oregon City	MAIN ST.	Yes
OR99W COR. (POWELL)	02600D00	0.08	1	1	Portland	SW WATER AVE.	Yes
OR99W COR. (POWELL)	02600D00	0.08	2	1	Portland	SW WATER AVE.	Yes
OR99W COR. (POWELL)	02600D00	0.08	4	1	Portland	SW WATER AVE.	Yes
OR99W COR. (POWELL)	02600D00	0.11	1	1	Portland	MIDBLOCK CROSSING	Yes
OR99W COR. (POWELL)	02600D00	0.11	4	1	Portland	MIDBLOCK CROSSING	Yes
OR99W	09100D00	1.70	3	1	Portland	091AD CONN. M.P.1C1.70	Yes
OR99W	09100D00	1.70	4	1	Portland	091AD CONN. M.P.1C1.70	Yes
OR99W	09100D00	1.96	4	1	Portland	SW BARBUR BLVD.	Yes
OR99W	09100D00	3.82	3	2	Portland	SW 2ND AVE.	Yes
OR99W	09100D00	3.82	4	1	Portland	SW 2ND AVE.	Yes
OR99W	09100D00	4.34	3	2	Portland	SW MULTNOMAH BLVD.	Yes
OR99W	09100D00	4.34	4	1	Portland	SW MULTNOMAH BLVD.	Yes
OR99W	09100D00	11.07	3	2	Tigard	SW NAEVE ST.	Yes
OR99W	09100D00	11.96	3	1		SW GRAVEN ST.	Yes
OR99W	09100D00	11.96	3	2		SW GRAVEN ST.	Yes
OR99W	09100D00	11.96	4	1		SW GRAVEN ST.	Yes
OR99W	09100D00	15.56	4	1	Sherwood	SW 12TH ST.	Yes
OR99W	09100D00	16.46	3	1	Sherwood	SW FOREST CREEK DR.	Yes
OR99W	09100D00	16.46	4	1	Sherwood	SW FOREST CREEK DR.	Yes
OR99W	09100I00	1.31	1	1	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	1.31	1A	1	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	1.31	1A	2	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	1.31	2	1	Portland	SW SHERIDIAN ST.	Yes
OR99W	09100I00	3.72	3	2	Portland	SW BRIER PL.	Yes
OR99W	09100I00	3.85	1	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	2	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	2	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3A	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	3A	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	4	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	4	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	5	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	5	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	6	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	6A	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	6A	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes

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OR99W	09100I00	3.85	7	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	7	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	7A	1	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	3.85	7A	2	Portland	SW MILES ST.(SW 3RD AVE.)	Yes
OR99W	09100I00	4.22	1	2	Portland	SW BERTHA BLVD.(091CJ CONN. M.P.1C4.22)	Yes
OR99W	09100I00	4.22	2	1	Portland	SW BERTHA BLVD.(091CJ CONN. M.P.1C4.22)	Yes
OR99W	09100I00	4.22	3	1	Portland	SW BERTHA BLVD.(091CJ CONN. M.P.1C4.22)	Yes
OR99W	09100I00	4.35	2	1	Portland	CUSTER ST.	Yes
OR99W	09100I00	4.45	1	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	1	2	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	2	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	4	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	4A	1	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.45	4A	2	Portland	SW 13TH AVE.	Yes
OR99W	09100I00	4.50	1	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	2	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	3	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	3	2	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	4	1	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.50	4	2	Portland	SW TROY ST.	Yes
OR99W	09100I00	4.56	1	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.56	2	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.56	3	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.56	4	1	Portland	SW MOSS ST.	Yes
OR99W	09100I00	4.65	2	1	Portland	SW 17TH AVE.	Yes
OR99W	09100I00	4.68	1	1	Portland	SW EVANS ST.	Yes
OR99W	09100I00	4.68	1	2	Portland	SW EVANS ST.	Yes
OR99W	09100I00	4.82	2	1	Portland	SW MULTNOMAH BLVD.	Yes
OR99W	09100I00	4.89	4	1	Portland	SW 21ST AVE.	Yes
OR99W	09100I00	4.95	1	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	2	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	3	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	4	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	5	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	4.95	6	1	Portland	SW 22ND AVE.	Yes
OR99W	09100I00	5.01	1	1	Portland	SW SPRING GARDEN ST.	Yes
OR99W	09100I00	5.01	2	1	Portland	SW SPRING GARDEN ST.	Yes
OR99W	09100I00	5.03	1	1	Portland	SW SPRING GARDEN ST.	Yes
OR99W	09100I00	5.68	3	1	Portland	SW 35TH AVE.	Yes
OR99W	09100I00	5.68	4	1	Portland	SW 35TH AVE.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W	09100I00	5.95	1	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	2	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	3	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	4	1	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	5.95	4	2	Portland	ENTRANCE BARBUR BOULEVARD PARK AND RIDE	Yes
OR99W	09100I00	6.19	2	2	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.19	3	1	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.19	3	2	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.19	4	1	Portland	091AH CONN.(SW CAPITOL HWY) M.P. 1C6.19	Yes
OR99W	09100I00	6.39	1	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	2	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	3	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	4A	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	4A	2	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	5	1	Portland	SW HUBER ST.	Yes
OR99W	09100I00	6.39	5	2	Portland	SW HUBER ST.	Yes
OR99W	09100I00	7.37	1	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	2	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	3	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	3	2	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	4	1	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	7.37	4	2	Portland	091AK CONN.(SW 60TH AVE.) M.P. 3C7.37	Yes
OR99W	09100I00	10.43	1	2	Tigard	ACCESS (TO SW GAARDE ST.)	Yes
OR99W	09100I00	10.43	2	1	Tigard	ACCESS (TO SW GAARDE ST.)	Yes
OR99W	09100I00	10.55	2	1	Tigard	SW CANTERBURY LN.	Yes
OR99W	09100I00	10.71	2	1	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.71	2A	1	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.71	2A	2	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.71	3	1	Tigard	SW BULL MOUNTAIN RD.	Yes
OR99W	09100I00	10.95	1	2	Tigard	SW BEEF BEND RD.	Yes
OR99W	09100I00	10.95	2	1	Tigard	SW BEEF BEND RD.	Yes
OR99W	09100I00	11.46	1	1	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.46	1	2	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.46	2	1	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.46	4	1	Tigard	SW 116TH AVE. (SW DURHAM RD.)	Yes
OR99W	09100I00	11.92	1	2		SW FISCHER RD.	Yes
OR99W	09100I00	11.92	3	1		SW FISCHER RD.	Yes
OR99W	09100I00	13.32	1	2	Tualatin	SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	2	1		SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	2	2		SW CIPOLE RD.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR99W	09100I00	13.32	3	1		SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	3	2		SW CIPOLE RD.	Yes
OR99W	09100I00	13.32	4	1	Tualatin	SW CIPOLE RD.	Yes
OR99W	09100I00	15.35	1	1	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	09100I00	15.35	1	2	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	09100I00	15.35	2	1	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	09100I00	15.35	3	2	Sherwood	091CT FRONT.(SW EDY RD.)M.P.1F15.35	Yes
OR99W	091ACI00	1.46	3	2	Portland	SW MEADE ST.	Yes
OR99W	091ACI00	1.46	4	1	Portland	SW MEADE ST.	Yes
OR99W	091ACI00	1.51	2	1	Portland	SW HOOKER ST.	Yes
OR99W	091ACI00	1.51	3	1	Portland	SW HOOKER ST.	Yes
OR99W	091ACI00	1.51	4	1	Portland	SW HOOKER ST.	Yes
OR99W	091ACI00	1.56	1	1	Portland	SW PORTER ST.	Yes
OR99W	091ACI00	1.56	3	1	Portland	SW PORTER ST.	Yes
OR99W	091ACI00	1.56	4	1	Portland	SW PORTER ST.	Yes
OR99W	091AEI00	1.71	1	1	Portland	SW GIBBS ST.	Yes
OR99W	091AEI00	1.71	3	1	Portland	SW GIBBS ST.	Yes
OR99W	091AEI00	1.71	4	1	Portland	SW GIBBS ST.	Yes
OR99W	091AEI00	1.81	2	1	Portland	SW CURRY ST.	Yes
OR99W	091AEI00	1.86	1	1	Portland	SW PENNOYER ST.	Yes
OR99W	091AEI00	1.86	2	1	Portland	SW PENNOYER ST.	Yes
OR99W	091AXI00	15.84	3	1	Sherwood	SW SMITH AVE.	Yes
OR99W	091AXI00	15.84	3	2	Sherwood	SW SMITH AVE.	Yes
OR99W	091AXI00	15.84	4	1	Sherwood	SW SMITH AVE.	Yes
OR99W	091CMI00	8.54	1	1	Tigard	MIDBLOCK CROSSING	Yes
OR99W	091CMI00	8.54	4	1	Tigard	MIDBLOCK CROSSING	Yes
OR213	16000I00	3.59	1	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	2	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	2	2	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	3	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	3	2	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	4	1	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	3.59	4	2	Oregon City	MOLALLA AVE. (DOUGLAS LOOP RD.)	Yes
OR213	16000I00	4.01	1	1	Oregon City	CANYON RIDGE DR.	Yes
OR213	16000I00	4.01	2	1		CANYON RIDGE DR.	Yes
OR213	16000I00	4.01	3	1	Oregon City	CANYON RIDGE DR.	Yes
OR213	16000I00	4.01	4	1	Oregon City	CANYON RIDGE DR.	Yes
OR213	16000I00	4.17	1	1		EDGEMONT DR.	Yes
OR213	16000I00	4.17	2	1		EDGEMONT DR.	Yes
OR213	16000I00	4.17	3	1	Oregon City	EDGEMONT DR.	Yes

HWY	LRM	MP	Corner	Ramp	City	Cross Street Name	Settlement
OR213	16000I00	4.17	4	1	Oregon City	EDGEMONT DR.	Yes
OR213	16000I00	5.73	1	1		S LELAND RD.	Yes
OR213	16000I00	5.73	2	1		S LELAND RD.	Yes
OR213	16000I00	5.73	2	2		S LELAND RD.	Yes
OR213	16000I00	5.73	3	1		S LELAND RD.	Yes
OR213	16000I00	5.73	4	1		S LELAND RD.	Yes
OR213	16000I00	5.73	4	2		S LELAND RD.	Yes
OR213	16000I00	15.47	3	1	Molalla	MEADOW DR.	Yes
OR213	16000I00	15.47	4	1	Molalla	MEADOW DR.	Yes
OR213	16000I00	16.10	4	1		HWY. 161 M.P. 11.31 (MAIN ST.)	Yes
OR213	16000IZ1	3.81	1	1	Oregon City	CAUFIELD RD. (GLEN OAK RD.)	Yes
OR213	16000IZ1	3.81	4	1	Oregon City	CAUFIELD RD. (GLEN OAK RD.)	Yes
OR213	16000IZ1	3.81	4	2	Oregon City	CAUFIELD RD. (GLEN OAK RD.)	Yes
OR213	16000IZ1	3.93	1	1	Oregon City	CONWAY DR.	Yes



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item K**– 2025 ADA Statewide Transportation Improvement Program (STIP) Adjustment

Requested Action:

Approve the attached list of added and modified projects to the 2024-2027 Statewide Transportation Improvement Program (STIP).

Background:

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

While we have a statewide inventory of curb ramp locations, we have limited preliminary scoping information for each individual ramp. To establish individual ramp construction projects, we initiate projects based on a suite of intersections in a corridor, then initiate design and strategically bundle projects for construction. In the delivery of curb ramp projects, the primary risks are schedule-related, which is most often impacted by right-of-way acquisition, environmental clearances, and utility relocations.

Initially, design funds are used to conduct the required survey and preliminary engineering needed to establish each ramp footprint. Programming cost estimates for ADA Delivery Program projects use a statewide average per ramp cost multiplied by the number of curb ramps in each project. The actual cost of individual curb ramps varies based on the complexity of each location and this is refined as project design progresses, at which time the project funding is adjusted as needed for construction. Standard inflation factors are added based on the scheduled construction year. ADA Delivery Program Funds remaining from the previous STIP cycle have been returned to the Program's bottom line as a result of projects being completed for less than the originally programmed amount. The Program currently has \$33,000,000 remaining from these completed STIP projects, which can now be allocated to other ADA projects.

Funding for the ADA Delivery Program is allocated in the 2024-2027 STIP to funding reserve accounts, with funding still to be approved and distributed to individual projects. This quarterly STIP amendment request follows the same approach as previous ADA project funding requests brought before the commission.

This quarterly amendment moves funds from four of the ADA Delivery Program's right of way and construction funding reserves to three individual projects and reallocates a portion of the bottom line into one project. Funds will also be moved from one of the Sidewalk Improvement Program funding reserves to one individual project. One project will be cancelled as a result of initial scoping, which determined the planned delivery model was not appropriate for the program. Funds from the cancelled project will be added to ADA savings and allocated to other projects in the future.

Outcomes:

With approval, ODOT will add or modify the attached projects in the 2024-2027 STIP.

Without approval, the Commission, Director, or Delivery & Operations Division administrator will review and act upon each project as a separate STIP amendment.

Attachments:

- Attachment 01 – 2025 ADA STIP Amendment Project List

Many Oregonians rely on our sidewalk system to get around. Ensuring safe, accessible, and convenient crosswalks, crossings, and curb ramps is critical to making it easy for everyone to get where they need to go. In Oregon, every intersection is a crosswalk unless marked otherwise. This means that if a crosswalk is open, it should meet our safety and accessibility standards.

As part of our statewide curb ramp improvement effort, we also evaluated crosswalks and found that not all crossings are safe or provide equal access. Reasons may include crosswalks ending at or in close proximity to a driveway, a median island or landscaping in the crosswalk path, traffic signals that do not have pedestrian signals or push buttons, or they are at

intersections that were never designed to be crossings. At all of these crossing locations, a safer crossing point already exists; for most of these, a safer crossing is within 300 feet.

To ensure people cross a street at the safest point, we're installing "crosswalk closed" signs to alert people that a crossing is unsafe or inaccessible.

The graphics below show some types of situations where crosswalks are closed. Notice there is still a safe way to cross the street in every situation. In some cases it only impacts one crosswalk at an intersection, in other cases there is a safe crossing nearby. Sometimes there is a barrier in the middle of the crosswalk making it impassable.

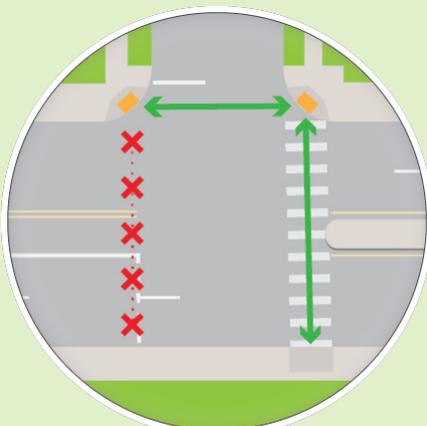
Median barrier along highway



A crossing is closed because there is a median barrier separating traffic lanes on Powell Blvd near 8th. Just yards away is a pedestrian bridge that provides a safe way to cross.

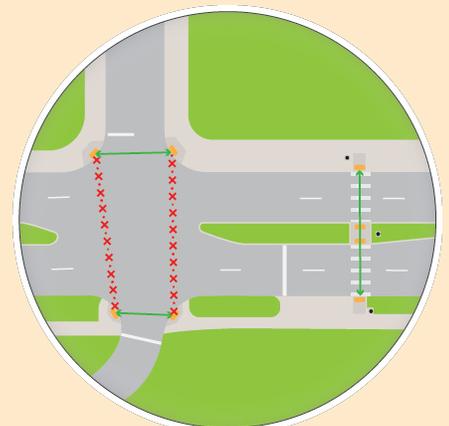
One crosswalk open across highway

A crossing may be closed because there are not ped signals at this location to cross the street safely. A crosswalk with accessible features such as pedestrian signals or a rapid flash beacon is a short distance away.



Enhanced pedestrian crossing nearby

A crossing is closed because it's either not safe or not fully accessible. A marked crosswalk where it is safe to cross is within approximately 300 feet in most cases.



We build safe spaces for people to walk or roll across our highways. Bringing curb ramps up to accessibility standards and closing unsafe and inaccessible crosswalks are tools we use to meet these standards.

Throughout 2023, our crews plan to install “crosswalk closed” signs at locations that have been identified as unsafe and inaccessible. This work is underway statewide with the first large batch of closures in the Portland metro area. View the list of anticipated crosswalk closures in the Portland metro area and find more information at www.R1ADA.org

Frequently Asked Questions

What are the impacts?

- No marked crosswalks are closing.
- No intersections are closing. Many noted are just one leg of intersection crossing.

Is there a public element where folks can offer feedback on particular ones?

AskODOT@odot.oregon.gov is a good place for comment.

You can also comment through our Comments, Questions, Concerns or Requests process, available at <https://www.oregon.gov/odot/About/Pages/ADA-Issue-Request-Form.aspx>

What is ODOT’s decision-making process for closing a crosswalk?

We try to keep the number of closures to a minimum. When we do evaluate a crossing for accessibility and safety, we use criteria such as data, laws and professional judgment. When evaluating a crossing, we typically consider the following:

- The number of crashes that have happened at or near this intersection.
- Whether or not pedestrians or bicyclists have been hit.
- The quality of lighting.
- Whether a person using a wheelchair can get through.
- Whether there is a sidewalk on the other side of the crossing.
- Whether there is a pedestrian signal at the intersection.
- How large the intersection is (number of lanes a person has to cross and how much time that can take, especially for someone with mobility issues).
- The traffic count (how busy it is with cars and trucks).
- Whether or not there is an existing median or concrete barrier that separates traffic lanes.

We evaluate each crossing using on-the-ground information and experience as well as technical and engineering standards to ensure that crossings are safe and accessible.

Is the policy published somewhere?

Yes. Our crosswalk closure policy and technical guidance on what ODOT considers to be a legal unmarked crosswalk is published online. These policies have input from ODOT’s Active Transportation staff and Oregon Bicycle and Pedestrian Advisory Committee. ODOT Traffic Manual (crosswalk closure policy is section 310.8 and includes hyperlink to tech bulletin on crosswalk location): https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Traffic-Manual-2023.pdf



Oregon

Tina Kotek, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: February 27, 2025

TO: Oregon Transportation Commission

Kristopher W. Strickler

FROM: Kristopher W. Strickler
Director

SUBJECT: **Agenda Item J** – 2025 March Quarterly STIP Adjustment

Requested Action: Approve the attached list of added, modified, or canceled projects to the Statewide Transportation Improvement Program (STIP).

Background:

The commission agreed to a process of quarterly aggregated STIP amendments for necessary project and program amendments in July 2023. This is the quarterly amendment for March 2025. The attached list of added, modified, or canceled projects for the 2024-2027 STIP consists of time-sensitive actions associated with adjusting funding to capital projects in the Regions and programs statewide. Financial changes to projects occur through existing funding programs. These amendments have been vetted through the appropriate Division Administrators and elevated through ODOT to the Commission.

Outcomes:

With approval, ODOT will add, modify or cancel the attached projects in the 2024-2027 STIP. Without approval, the OTC, Director, or Delivery & Operations Division Administrator will review and act upon each project separately.

Attachments:

- Attachment 01 - 2025 March Quarterly Annual STIP Amendment Project List

Key Number	Region	Project Name	BMP	EMP	Bridge #	Phase	Primary Work Type
20304		1 City of Portland safety project				RW, CN	Safety
23090		US30B: (NE Lombard St) NE Lombard Pl - 1 NE 11th Ave				PE	Safety
23015		Enhanced Mobility E&D (5310) - 1 TriCounty Area FY25				OT	Transit
23042		Oregon Transportation Network - TriMet 1 FFY27				OT	Transit
22799		OR99W: MP 78.9-79.0 signal 2 replacement (Lewisburg)	78.9	79		PE, RW, CN	Operations
22724		OR99W: (3rd St and 4th St) at Western 2 Blvd (Corvallis)	83.93	83.93		PE, RW, CN	Safety
22798		2 US20: Harney St/Moore Dr (Newport)	0.43	0.72		PE, RW, UR, CN	Operations
22997		OR22: Rural Community Enhanced 2 Crossings (Mill City, Gates, Idanha) Enhanced Mobility E&D (5310) - Benton 2 County FY25				PE, RW, CN	Safety
23000		Enhanced Mobility E&D (5310) - 2 Columbia County FY25				OT	Transit
23003		Enhanced Mobility E&D (5310) - Linn 2 County FY25				OT	Transit
23009		Enhanced Mobility E&D (5310) - LTD 2 FY25				OT	Transit
23014		Enhanced Mobility E&D (5310) - SAMTD 2 FY25				OT	Transit
23016		Enhanced Mobility E&D (5310) - Benton 2 County FY26				OT	Transit
23017		Enhanced Mobility E&D (5310) - 2 Columbia County FY26				OT	Transit
23020		Enhanced Mobility E&D (5310) - Linn 2 County FY26				OT	Transit
23027		Enhanced Mobility E&D (5310) - Benton 2 County FY27				OT	Transit
23028		Enhanced Mobility E&D (5310) - 2 Columbia County FY27				OT	Transit
23033		Enhanced Mobility E&D (5310) - Linn 2 County FY27				OT	Transit

Item ID	Description	2025	2026	2027	OT	Transit
23039	Enhanced Mobility E&D (5310) - LTD 2 FY27				OT	Transit
23022	3 OR99: Main St at Laurel Ave (Ashland)	18.87	18.87		RW, UR, CN	Operations
21674	3 I-5: Monument Dr - N. Grants Pass	58.16	66.70	08500 08019A 20549 20550 08100 08100A 08094N 08094S 08093B	PE, CN	Preservation
21769	3 US101: Gold Beach (Rogue River) Bridge	327.52	327.88	01172	UR, CN	Bridge
22963	I-5: N Umpqua R & CORP NB & SB 3 Bridges (Winchester)	128.92	128.92	07663A 07663C	CN	Bridge
22987	3 I-5: Stage Road Pass	80.33	79.00		PE, RW	Modernization
21775	I-5: Evans Creek Bridge & Bridge over 3 Depot St (Rogue River)	48.80	49.09	08376 08377	RW, UR, CN	Bridge
21720	3 OR99: Fruitdale Creek Culvert	1.41	1.41		CN	Culvert
23002	Enhanced Mobility E&D (5310) - 3 Josephine County FY25				OT	Transit
23004	Enhanced Mobility E&D (5310) - RVTD 3 FY25				OT	Transit
23001	Enhanced Mobility E&D (5310) - 4 Deschutes County FY25				OT	Transit
23018	Enhanced Mobility E&D (5310) - 4 Deschutes County FY26				OT	Transit
23030	Enhanced Mobility E&D (5310) - 4 Deschutes County FY27				OT	Transit

22919	I-84: Farewell Bend - N. Fork Jacobsen 5 Gulch	08083A	CN,OT	Preservation
22942	I-82/I-84: Freight & Congestion 5 Improvements		CN, OT	Modernization
23007	Enhanced Mobility E&D (5310) - Umatilla 5 County FY25		OT	Transit
23227	Statewide fish passage program reserve 6 2024-2027		CN	Fish
23315	Statewide pavement preservation 6 program reserve 2024-2027		CN	Preservation
22993	Enhanced Mobility E&D Admin (5310) - 6 FY25		OT	Transit
22988	Enhanced Mobility E&D Rural (5310) - 6 FY25		OT	Transit
22992	Oregon Transportation Network Rural 6 FFY27		OT	Transit
23097	ITS Operations Dispatch and Incident 6 Response SFY26-27		OT	Operations
23097	6 Maintenance & Operations 2024-2027		CN	Operations
23832	Workforce Development, Training, and 6 Education SFY26-27		OT	Operations
	ODOT Statewide EV Charging 6 Infrastructure		CN	Operations (carbon)
	6 ODOT Statewide Mobile EV Charging		OT	Operations (carbon)
	3 Grants Pass Signal Upgrades		OT	Operations (carbon)
	Statewide Transportation Wallet Pilot 6 FFY26-FFY29		OT	Operations (carbon)
	Statewide Active Transportation 6 Implementation		OT	Operations (carbon)
23088	ODOT Carbon Reduction Program FFY22- 6 24		CN	Operations (carbon)
23099	6 Carbon Reduction Program State 25-27		CN	Operations (carbon)

Funding Responsibility	Current Total (0 if new)	Proposed Total	Difference	Description of Change (up to 200 Characters)
USDOT earmark 2024, local	\$7,286,750.00	\$10,223,750.00	\$2,937,000.00	Increase the Right of Way phase by \$35,000 and the Construction phase by \$2,902,000, adding congressionally directed and local funds. Update project to add work at 2 new locations.
SW rail crossing	\$1,882,000.00	\$0.00	(\$1,882,000.00)	Cancel the project, due to uncertainties from the railroad.
SW transit	\$5,536,725.00	\$0.00	(\$5,536,725.00)	Savings returned to the program.
SW transit	\$1,894,572.00	\$2,948,074.22	\$1,053,502.22	Cancel project, duplicate project.
fix-it region 2 HB2017 safety r2	\$2,844,270.76	\$200,000.00	(\$2,644,270.76)	Increase the project by \$1,053,502 to match the FTA grant amount.
ARTS region 2 GARVEE - ADA fix-it region 2	\$3,006,033.00	\$5,376,272.00	\$2,370,239.00	Cancel the project. Railroad seeking maintenance fees for crossings in state. Fees to be fulfilled by road authority and are not willing to accept terms. Will address the scope later.
fix-it region 2 HB2017 safety r2	\$4,811,719.44	\$5,085,751.44	\$274,032.00	Funds added to 22724 and 22798. Add \$2,370,239 from cancelation of project key 22799. Adding 4th St and Western Blvd intersection to scope-it is in poor condition and will resolve errors in timing and communications with other signals.
USDOT earmark 2024	\$0.00	\$3,120,472.53	\$3,120,472.53	Add \$274,032 to project. Funds from cancelation of project key 22799.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Add new Congressionally Directed Spending (CDS) earmark project.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Match to come from savings in the HB2017 safety r2 program. Project will be scaled to fit funding.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23718.
SW transit	\$1,494,632.00	\$0.00	(\$1,494,632.00)	Cancel project, duplicate of project key 23719.
SW transit	\$1,580,544.00	\$0.00	(\$1,580,544.00)	Cancel project, duplicate of project key 23722.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23725.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23726.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23726.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23726.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23726.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23726.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23726.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23726.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23726.
SW transit	\$270,080.00	\$0.00	(\$270,080.00)	Cancel project, duplicate of project key 23726.
SW transit	\$247,938.00	\$0.00	(\$247,938.00)	Cancel project, duplicate of project key 23726.
SW transit	\$461,866.00	\$0.00	(\$461,866.00)	Cancel project, duplicate of project key 23726.

SW transit	\$1,494,632.00	\$0.00	(\$1,494,632.00)	Cancel project, duplicate of project key 23798.
fix-it region 3	\$1,984,268.00	\$379,102.00	(\$1,605,166.00)	Cancel the Utility Relocation, Right of Way, and Construction phases, converting the project to design-only. Funds from the cancelled phases will go to reimburse the region for the Roberts Creek (project key 18967) project settlement.
ARTS region 3 fix-It SW chip seals fix-it SW bridge highway leverage r3 fix-it region 3 HB2017 bridge seismic HB2017 preservation	\$25,025,416.00	\$26,437,474.00	\$1,412,058.00	Increase the Preliminary Engineering phase by \$100,000 (fix-it SW chip seals) to cover a design overrun. Increase the Construction phase by \$1,300,000 (fix-it SW chip seals) to cover increased cost of pavement. Update project location mile points from 58.16 through 66.70 to 58.17 through 67.8. Cancel the Utility Relocation phase. Increase the Construction phase by \$15,000,000, using savings from the bridge program.
HB2017 bridge seismic	\$25,416,000.00	\$40,415,000.00	\$14,999,000.00	Increase the Construction phase by \$6,000,000, using savings from the bridge program.
fix-It SW bridge HB2017 bridge seismic	\$9,702,000.00	\$15,702,000.00	\$6,000,000.00	Reduce the Preliminary Engineering phase by \$2,800,000 and cancel the Right of Way phase. Funds from the cancelled and reduced phases will go to reimburse the program for the Roberts Creek (project key 18967) project settlement.
SW enhance	\$4,500,000.00	\$1,500,000.00	(\$3,000,000.00)	Cancel the Right of Way, Utility Relocation, and Construction phases to fund the increase on project key 21769. Project will be funded in the 2027/2030 STIP cycle.
fix-It SW bridge HB2017 bridge seismic	\$8,887,000.00	\$1,500,000.00	(\$7,387,000.00)	Increase the Construction phase by \$1,269,542.50, moving funds from project key 23227 and using savings from the fish passage program.
USDOT grants 2022 grant match SW fix-It SW fish passage HB2017 culvert	\$11,184,457.50	\$12,454,000.00	\$1,269,542.50	
SW transit	\$376,201.00	\$0.00	(\$376,201.00)	Cancel project, duplicate project.
SW transit	\$754,736.00	\$0.00	(\$754,736.00)	Cancel project, duplicate project.
SW transit	\$677,928.00	\$0.00	(\$677,928.00)	Cancel project, duplicate project.
SW transit	\$677,928.00	\$0.00	(\$677,928.00)	Cancel project, duplicate project.
SW transit	\$677,928.00	\$0.00	(\$677,928.00)	Cancel project, duplicate project.

				\$15,930,000, using savings from the interstate maintenance and bridge programs, and funds from project keys 23315 and 22942. Add an OT phase moving funds from project key 22942. Combine locations and scope from KN22942. This increase is primarily due to the scope changing from a 3" grind/inlay to an 8" concrete rebuild and the incorporation of illumination/ITS
fix-it SW IM				
fix-it SW bridge				
HB2017 bridge seismic				
HB2017 preservation				
maintenance & operations				
USDOT Grants 2025	\$19,237,921.00	\$35,673,921.00	\$16,436,000.00	Reduce the project by \$3,466,000 and move to project key 22919. Update project name. Update worktype from modernization to operations. Remove I-84 scope and move to project key 22919.
maintenance & operations				
motor carrier				
SW enhance	\$6,858,000.00	\$3,392,000.00	(\$3,466,000.00)	
SW transit	\$341,414.00	\$0.00	(\$341,414.00)	Cancel project, duplicate project.
fix-it SW fish passage				
HB2017 culvert	\$781,968.00	\$0.00	(\$781,968.00)	Reduce the project to \$0 and move the funds to project key 21720. Reduce bucket to fund the state match on project keys 22919 and 21674.
HB2017 preservation	\$6,270,634.09	\$5,180,495.98	(\$1,090,138.11)	
SW transit	\$4,933,502.00	\$0.00	(\$4,933,502.00)	Cancel project, duplicate project.
SW transit	\$4,933,502.00	\$0.00	(\$4,933,502.00)	Cancel project, duplicate project.
SW transit	\$8,358,409.00	\$2,811,678.37	(\$5,546,730.63)	Reduce the project by \$5,546,731 to match the FTA grant amount. Add a new project for federalized ITS operations dispatch and incident response activities during the 25-27 biennium. Funding moved from project key 23097 and the Carbon Reduction program. Reduce bucket to fund new project "ITS Operations Dispatch and Incident Response SFY26-27".
maintenance & operations				
SW carbon reduction	\$0.00	\$21,400,000.00	\$21,400,000.00	
maintenance & operations	\$20,334,521.00	\$0.00	(\$20,334,521.00)	Add a new project for federalized workforce development, training and education during the 25-27 biennium.
maintenance & operations	\$0.00	\$4,480,000.00	\$4,480,000.00	Add a new project, moving funds from project key 23099.
SW carbon reduction	\$0.00	\$3,476,000.00	\$3,476,000.00	Add a new project, moving funds from project key 23099.
SW carbon reduction	\$0.00	\$1,331,293.70	\$1,331,293.70	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$0.00	\$1,000,000.00	\$1,000,000.00	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$0.00	\$1,500,000.00	\$1,500,000.00	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$0.00	\$449,665.00	\$449,665.00	Add a new project, moving funds from project key 23088.
SW carbon reduction	\$3,434,666.23	\$485,001.23	(\$2,949,665.00)	Reduce the project by \$2,949,665, moving funds to add new projects.
SW carbon reduction	\$10,678,467.00	\$5,871,173.30	(\$4,807,293.70)	Reduce the project by \$4,807,293.70, moving funds to add new projects.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736
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Agenda #: 3.4

File #: RES 25-5500

Agenda Date: 5/8/2025

Resolution No. 25-5500 For the Purpose of Confirming a Member of the Metro Regional Waste Advisory Committee

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING A) RESOLUTION NO. 25-5500
MEMBER OF THE METRO REGIONAL)
WASTE ADVISORY COMMITTEE) Introduced by Chief Operating Officer
) Marissa Madrigal in concurrence with
) Council President Lynn Peterson

WHEREAS, Metro is the solid waste system planning authority for the region and acts pursuant to its constitutional, statutory, and charter authority; and

WHEREAS, Metro Code Section 2.19.130 establishes the Metro Regional Waste Advisory Committee; and

WHEREAS, the Regional Waste Advisory Committee advises Metro Council on policy areas, including, but not limited to, garbage and recycling system management, Regional Waste Plan implementation, and regional investment priorities for waste reduction, including the development of Metro’s Waste Prevention and Environmental Services budget and solid waste fees; and

WHEREAS, Metro Code Section 2.19.130(b) describes the membership of the Committee; and

WHEREAS, the Regional Waste Advisory Committee is comprised of 17 members representing cities, counties, the public, and industry; and

WHEREAS, the Regional Waste Advisory Committee has one seat for a Material Recovery Facility; and

WHEREAS, the City of Roses Disposal holds a seat on the committee and nominated AJ Simpson to the Metro Council President to fill the seat; and

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

BE IT RESOLVED that the Metro Council confirms the appointment of AJ Simpson to the Regional Waste Advisory Committee to complete a term ending on December 31, 2026.

ADOPTED by the Metro Council this 8th day of May 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF RESOLUTION NO. 25-5500 FOR THE PURPOSE OF CONFIRMING A MEMBER OF THE METRO REGIONAL WASTE ADVISORY COMMITTEE

Date: April 21, 2025

Prepared by: Carly Tabert and Rosalynn Greene

Department: Waste Prevention and Environmental Services

Presenter: Rosalynn Greene, Strategic Initiatives Manager

Meeting date: May 8, 2025

Length: Consent agenda

ISSUE STATEMENT

The Regional Waste Advisory Committee advises Metro Council on the management of the garbage and recycling system. The committee has one seat for a Material Recovery Facility. This seat is held by Bill Kent from City of Roses Disposal and is being transitioned to AJ Simpson. Resolution No. 25-5500 appoints AJ Simpson as the member to complete the remaining time of a two-year term for City of Roses Disposal.

ACTION REQUESTED

Approval of Resolution No. 25-5500, confirming the appointment of AJ Simpson to the Regional Waste Advisory Committee to complete the remaining time of a two-year term that will conclude on December 31, 2026.

STRATEGIC CONTEXT

In June 2024, Metro Council expanded the scope and membership of the committee. These changes were made to increase collaboration and transparency and build trust in investments in regional priorities and budget and fee development. The policy committee is comprised of 17 members representing cities, counties, the public, and industry. Metro Code 2.19.130(d) gives the Metro Council President sole authority to appoint all members of the Regional Waste Advisory Committee. The appointments are confirmed by Metro Council.

PROPOSED MEMBER

City of Roses, AJ Simpson

ATTACHMENTS

None



Metro

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Agenda #: 3.5

File #: 25-6271

Agenda Date: 5/8/2025

Consideration of the April 10, 2025 Council Meeting Minutes

Metro

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



Metro

Minutes

Thursday, April 10, 2025

10:30 AM

Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
253-205-0468 (toll free),
<https://www.youtube.com/live/Grb4Tnk337c?si=-yrMip49GkdwlYyq>

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

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

Excused: 1 - Councilor Ashton Simpson

3. Consent Agenda

- 3.1 **Resolution No. 25-5480** For The Purpose Of Confirming The Reappointment Of One Member And Appointment Of One New Member To The Metro Audit Committee
- 3.2 **Consideration of the February 27, 2025 Council Meeting Minutes**
- 3.3 **Consideration of the March 4, 2025 Council Meeting Minutes**

No discussion.

A motion was made by Councilor Lewis, seconded by Councilor Gonzalez, that the Consent Agenda be approved. The motion passed by a unanimous vote.

4. Resolutions

- 4.1 **Resolution No. 25-5474** For the Purpose of Approving the Purchase of Certain Real Property in Washington Park for Use By the Oregon Zoo

Staff presented the opportunity to purchase the property under consideration and described possible future uses of the property.

Councilor Lewis acknowledged challenges to improving the property but shared strong support for the purchase, citing community engagement, animal welfare, and a good working environment.

Councilor Gonzalez thanked City of Portland and Metro staff for smart financial planning and good faith negotiations.

Staff clarified for Councilor Hwang that the lease-back would provide room for storage, vehicles, snow equipment and more for both the zoo and the City.

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

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

Excused: 1 - Councilor Simpson

5. Presentations

5.1 Proposed FY 2025-26 and Budget Message

Staff reviewed the budget process, key themes from the budget message, federal policy and budget impacts, approaches to balancing the budget and proposed significant changes.

President Peterson emphasized that potential applicants need transparent information about bidding on procurement projects.

Councilor Hwang asked staff to clarify amounts of reserves and contingencies. Staff acknowledged reserves supported operations a few times in recent years but emphasized that contingencies are restricted. Councilor Lewis asked a follow-up about construction at Portland's Centers for the Arts using operations funds; staff confirmed that was a unique instance during the pandemic.

Staff explained in response to Councilor Lewis that non-GO bond debt is limited to full faith and credit obligations for Metro Regional Center and for Oregon Convention Center Hotel bonds, backed by transient lodging taxes.

Councilor Gonzalez thanked staff for incorporating feedback from recent community engagements into their presentation.

5.1.1 Public Hearing for the Proposed FY 2025-26 Budget

There was no testimony.

6. Ordinances (Second Reading and Vote)

6.1 **Ordinance No. 25-1529** For The Purpose Of Annexing To The Metro District Boundary Approximately 13.92 Acres Located in Wilsonville Along SW Frog Pond Lane

No discussion.

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

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

Excused: 1 - Councilor Simpson

7. Ordinances (Second Reading and Consideration of Amendments)

7.1 **Ordinance No. 25-1530** For the Purpose of Amending Metro Code Section 11.01.130 (Administrative Cost Recovery) Concerning Use of Administrative Funds and Declaring an Emergency

Staff described the need for more strategic deployment of funds, particularly as laid forth by the City of Portland at a recent Metro Council meeting.

Staff described a proposed amendment to the ordinance, distributed at the meeting as Version A, that refined the

ordinance language in Exhibit A to limit eligible recipients of funds to “local implementation partners” to be used for one-time, specific uses.

President Peterson read the amendment into the record and confirmed that the ordinance enables distribution of funds but transfer of funds would require additional action by Metro Council, by ordinance, to be taken up at a future meeting.

Metro Council received public testimony (see below).

In response to testimony, Metro Attorney Carrie MacLaren clarified that Council must use an open public process to distribute funds, by resolution or ordinance. She also noted that “local implementation partners” is the terminology used in Metro Code, which refers to the three existing partners (Clackamas, Multnomah and Washington Counties). She confirmed that creating a new local implementation partner would require following a specific process set out in code.

Councilor Gonzalez asked Chair Harrington to clarify the County’s concerns; she noted that she had not reviewed the distributed Version A amendment and commented on the lack of specificity caused by using the term “local implementation partners.” Councilor Gonzalez emphasized the importance of trust and partnership.

Councilor Hwang spoke in favor of the ordinance, noting that the system has no surplus and that strategic deployment to impactful programs will drive progress.

Councilor Lewis asked if distributing funds would be a one-time event. Staff agreed that it would be unlikely to exercise this authority frequently, and that future distributions may be at a much smaller scale. COO Madrigal

added that volatility in the stock and job markets could have compounding impacts on incoming revenues.

Councilor Rosenthal noted that “regional collaboration” is open to interpretation, and that distribution of administrative funds for strategic purposes could be fairly considered “regional collaboration.” Staff agreed the proposed ordinance would help the agency err on the side of clarity.

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

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

Excused: 1 - Councilor Simpson

7.1.1 Public Hearing for Ordinance No. 25-1530

Washington County Chair Kathryn Harrington spoke on behalf of her commission in opposition to the ordinance. She appreciated that the proposed amendment limited recipients to local implementation partners but asked that the Council consider distributing all revenues according to the existing distribution split between counties.

Metro Auditor Brian Evans commented that the proposed amendment did not specify that Metro Council would pass a resolution to distribute funds as the original did.

President Peterson concluded the discussion by reiterating the desire to better meet the public’s expectations for transparency and clarity.

8. Chief Operating Officer Communication

COO Madrigal shared updates about free parking days and workshops at Metro Parks.

9. Councilor Communication

President Peterson acknowledged the impact of tariffs on local businesses.

Councilor Lewis updated Council on the Tri-County Planning Body, which received presentations about the Oversight Committee's annual report, aligning healthcare with services, and the Regional Investment Fund.

Councilor Gonzalez shared that he attended Community Action's Impact Gala and the Region 1 Area Committee on Transportation, which reviewed the Rose Quarter project and more transit options for Clackamas County.

President Peterson asked staff to be sure to incorporate changes in anticipated federal funding for a depackager in upcoming conversations about solid waste rates.

10. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 12:20 p.m.

Respectfully submitted,



Anne Buzzini, Council Legislative Advisor



Metro

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Portland, OR 97232-2736
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Agenda #: 3.6

File #: 25-6272

Agenda Date: 5/8/2025

Consideration of the April 17, 2025 Council Meeting Minutes

Metro

600 NE Grand Ave.
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oregonmetro.gov



Metro

Minutes

Thursday, April 17, 2025

10:30 AM

This Council meeting will adjourn into a work session.

**Metro Regional Center, Council chamber,
<https://zoom.us/j/615079992> (Webinar ID: 615079992) or
253-205-0468 (toll free),
[https://www.youtube.com/live/KLGn5Xr93Mk?
si=Bc_rOFS5MkPgg4TT](https://www.youtube.com/live/KLGn5Xr93Mk?si=Bc_rOFS5MkPgg4TT)**

Council meeting

1. Call to Order and Roll Call

Council President Peterson called the Metro Council Meeting to order at 10:30 a.m.

Present: 5 - Council President Lynn Peterson, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Christine Lewis, and Councilor Ashton Simpson

Excused: 2 - Councilor Duncan Hwang and Councilor Juan Carlos Gonzalez

2. Public Communication

Kate Mura asked Council to consider rehiring a technical services production manager at Portland's Centers for Arts.

3. Consent Agenda

3.2 **Resolution No. 25-5485** For the Purpose of Confirming the Appointment One New Member to the Regional Waste Advisory Committee

3.3 **Consideration of the March 6, 2025 Council Meeting Minutes**

3.4 **Consideration of the March 13, 2025 Council Meeting Minutes**

3.5 **Consideration of the March 20, 2025 Council Meeting Minutes**

President Peterson opened the Council meeting with an announcement that Council would consider Resolution No. 25-5466 separately from the consent agenda.

No further discussion.

A motion was made by Councilor Simpson, seconded by Councilor Rosenthal, that the Consent Agenda be approved. The motion passed by a unanimous vote.

3.1 **Resolution No. 25-5466** For the Purpose of Adopting the Fiscal Year 2025-26 Unified Planning Work Program and Certifying That the Portland Metropolitan Area Is In Compliance With Federal Transportation Planning Requirements

Councilor Lewis reported to Council the highlights of that

morning's Joint Policy Advisory Committee on Transportation (JPACT) consideration of the resolution, which passed with a single no vote. She specified that no members spoke against specific projects in the Unified Planning Work Program (UPWP).

Councilor Lewis relayed that one JPACT member, Commissioner Savas, voted against the UPWP after raising concerns about JPACT's membership, which he believed should be addressed during certification of the metropolitan planning organization (MPO).

Councilor Lewis asked Planning, Development and Research Director Catherine Ciarlo to provide an overview of the UPWP. Ciarlo explained that the UPWP and MPO certification are somewhat related, although they are separate processes that happen to be concurrent this year. She noted that federal partners have urged agencies to submit their UPWP documents soon to allow adequate time for processing with limited staff resources.

Ciarlo clarified for Councilor Rosenthal the quick timeline for submission and approval, and that, each year, the UPWP nomenclature is updated to feed federal requirements.

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

Aye: 4 - Council President Peterson, Councilor Nolan, Councilor Lewis, and Councilor Simpson

Abstain: 1 - Councilor Rosenthal

Excused: 2 - Councilor Hwang, Councilor Gonzalez

4. Adjourn to work session

There being no further business, Council President Peterson

adjourned the Metro Council Meeting at 10:50 a.m. into a work session.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Anne Buzzini".

Anne Buzzini, Council Legislative Advisor



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

Agenda #: 4.1

File #: 25-6253

Agenda Date: 5/8/2025

Results of First Opportunity Target Area Audit

Brian Evans, Metro Auditor



First Opportunity Target Area:

Clarify the program's purpose to improve governance and administration

April 2025

A Report by the Office of the Auditor

Brian Evans
Metro Auditor

Angela Owens
Principal Management Auditor

Gabby Poccia
Hatfield Resident Fellow

Metro Accountability Hotline

The Metro Accountability Hotline gives employees and citizens an avenue to report misconduct, waste or misuse of resources in any Metro or Metro Exposition Recreation Commission (MERC) facility or department.

The Hotline is administered by the Metro Auditor's Office. All reports are taken seriously and responded to in a timely manner. The auditor contracts with a hotline vendor, EthicsPoint, to provide and maintain the reporting system. Your report will serve the public interest and assist Metro in meeting high standards of public accountability.

To make a report, choose either of the following methods:

Dial 888-299-5460 (toll free in the U.S. and Canada)
File an online report at www.metroaccountability.org



Brian Evans
Metro Auditor
600 NE Grand Ave
Portland, OR 97232-2736
TEL 503 797 1892

MEMORANDUM

April 9, 2025

To: Lynn Peterson, Council President
Ashton Simpson, Councilor, District 1
Christine Lewis, Councilor, District 2
Gerritt Rosenthal, Councilor, District 3
Juan Carlos Gonzalez, Councilor, District 4
Mary Nolan, Councilor, District 5
Duncan Hwang, Councilor, District 6

From: Brian Evans, Metro Auditor

Re: Audit of First Opportunity Target Area Program

This report covers the audit of the First Opportunity Target Area (FOTA) program. FOTA began in 1989 to give eligible job applicants the first opportunity to apply for positions at the Oregon Convention Center. Positions at Portland's Centers for the Arts, and Portland Expo Center were later added. The purpose of the audit was to evaluate how administration of FOTA impacted program performance.

The audit found administration of FOTA was not aligned with the Metropolitan Exposition Recreation Commission's (MERC) 2015 policy guidance and intended program outcomes were unclear. MERC required annual updates to the program's income requirements and reviews of the zip code boundary every five years. FOTA requirements had not been updated for nearly ten years.

Program performance data and reporting were unreliable. We did not locate reports about Metro's implementation in recent years and contractor reports did not appear to be based on program requirements. We evaluated the program using different interpretation of intended outcomes and found FOTA provided limited economic opportunities. The audit also found weak relationships with community-based organizations (CBOs), which indicated additional efforts were needed to engage successfully.

We have discussed our findings and recommendations with Marissa Madrigal, COO; Craig Stroud, General Manager of Visitor Venues; Holly Calhoun, Deputy COO; Julio Garcia, Human Resources Director; Sebrina Owens-Wilson, DEI Director, and Kara Hill, Talent Acquisition Manager. I would like to acknowledge and thank all the people who assisted us in completing this audit.

Summary

The First Opportunity Target Area program (FOTA) began in 1989 after Metro received state funding to develop and operate the Oregon Convention Center (OCC). FOTA was designed to give eligible job applicants the first opportunity to apply for a position at the OCC. Positions at Portland's Centers for the Arts, and Portland Expo Center were later added to the program. Eligibility was based on household income and zip code.

The purpose of this audit was to evaluate how administration of FOTA impacted program performance. We found that FOTA was more of a step in Metro's recruitment process than a program. Management of FOTA was not aligned with the Metropolitan Exposition Recreation Commission's (MERC) 2015 policy guidance, and FOTA's intended outcomes were unclear.

FOTA's program requirements were not updated as required. MERC required annual updates to the income thresholds and reviews of the zip code boundary every five years. The program's requirements had not been updated for nearly ten years. As a result, fewer people were eligible.

The audit also found that FOTA performance data and reporting were unreliable. We did not locate any reports about Metro's implementation of FOTA in recent years. Two of MERC's contractors reported on FOTA regularly, but their reports did not appear to be based on the program's requirements. Without regular reporting and reliable data, decision makers cannot know if a program is effective.

We evaluated the program using different interpretations of desired outcomes, and found FOTA provided limited economic opportunities. Over the last five years, the program had a limited impact on the number of people hired. The number of positions filled through the program have also declined over time. Most positions filled were part-time and event-based work. This reduced the earning potential and benefits for employees.

Lastly, the audit found that weak relationships with community-based organizations (CBOs) limited FOTA's recruitment. Relationships were focused on a weekly job opportunity email sent to CBOs. The contact list for the email contained some out-of-date information. Our interviews with CBOs indicated additional efforts were needed for Metro to engage successfully.

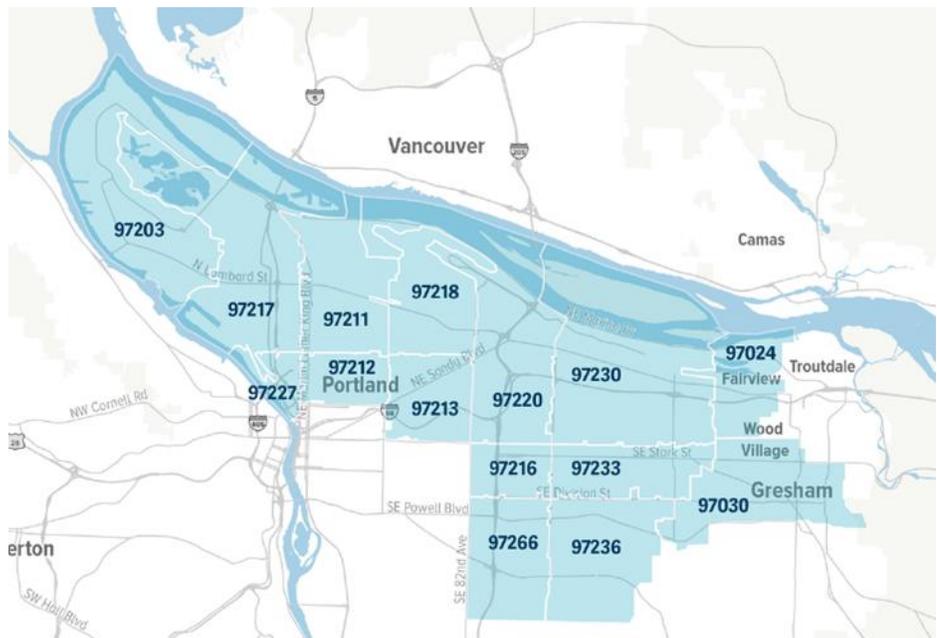
The audit included six recommendations. Five were designed to clarify MERC's policy direction and improve program administration. The last recommendation was made to ensure alignment between FOTA and other workforce diversity efforts.

Background

Metro’s First Opportunity Target Area program (FOTA) was designed to give eligible job applicants the first opportunity to apply for positions at the Oregon Convention Center (OCC). Positions at Portland’s Centers for the Arts (Portland’s), and Portland Expo Center (Expo) were later added to the program. To be eligible for FOTA, applicants must:

- Have a household income less than \$47,000 for a household of one or two OR \$65,000 for a household of three or more.
- Live in one of 15 zip codes.

Exhibit 1 The First Opportunity Target Area includes 15 zip codes in Multnomah County



Source: Metropolitan Exposition Recreation Commission Resolution 15-22a, January 6, 2016; Metro Website.

FOTA began in 1989 after Metro received state funding to develop and operate the OCC. The state required Metro, directly and through its partners, to pursue a policy of providing a first opportunity to jobs to economically disadvantaged residents living in economically-distressed neighborhoods near the OCC.

The OCC was built in and near neighborhoods that had a history of displacement because of government-sponsored construction projects. These projects led to the demolition of businesses, churches, and homes during the 1950’s through 1970’s. Communities of color were especially impacted by the displacement because racist housing policies restricted where they could live.

Initially, people who were unemployed or had income below the target area's median income were eligible to apply. They also needed to live in the immediate vicinity of the OCC. The target area boundary:

- Columbia Boulevard at the north end.
- 42nd Avenue at the east end.
- I-84 at the south end.
- Willamette River at the west end.

FOTA's requirements have changed over time. Portland's and Expo positions were added to the program. In 2003 and 2015, the income thresholds increased. The target area boundary expanded in 2015 to include its current zip codes.

The program initially sought to provide preference to contractors that hired employees who met the income thresholds and lived in the target area. The program also initially encouraged advertising contracting and purchasing opportunities to businesses in the target area. FOTA-specific contracting requirements were formalized in contracting and purchasing rules. They were later removed and replaced with agencywide contracting efforts related to state certified, woman-owned, minority-owned, and emerging small businesses.

Several parties across Metro were involved in administering FOTA. Metro's Human Resources (HR) department supported the recruitment process. The General Manager of Visitor Venues administered policies and procedures at OCC, Portland's, and Expo. The Metropolitan Exposition Recreation Commission (MERC) provided venue oversight and advised Metro Council on the adoption of venue policies, goals, and objectives. MERC approved updated FOTA requirements in 2015.

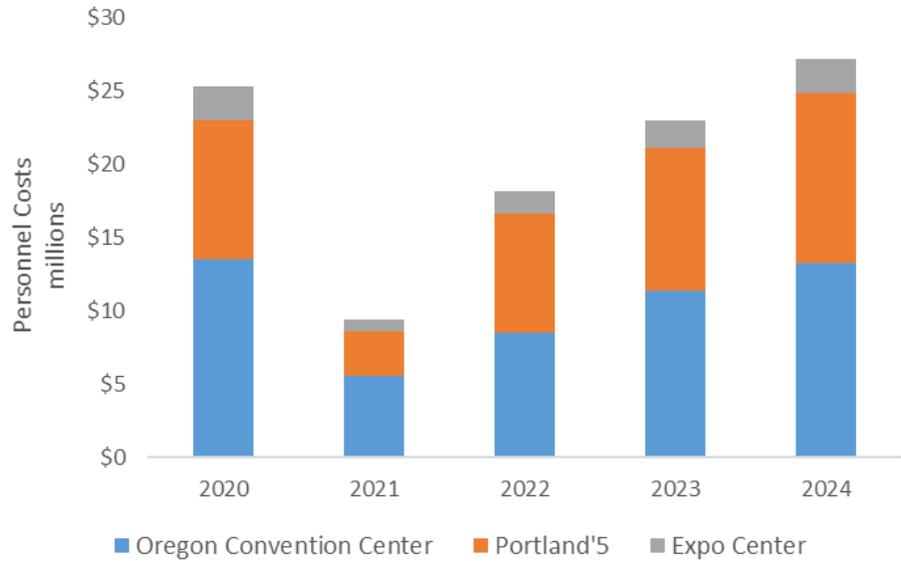
Metro policy required posting job opportunities for FOTA-eligible applicants before posting them for the general public. Qualified applicants were required to be considered first for open positions. If they were selected to interview, Metro was required to interview them first and make a hiring decision before opening the position to the general public.

Metro maintained public-facing websites for job opportunities. One was specifically for applicants who met FOTA requirements. Another was for general recruitments. Job opportunities were also forwarded to a contact list of community-based-organizations (CBOs).

HR reviewed applications to make sure applicants self-certified that they met the income and geographic requirements. Hiring managers across the venues were responsible for beginning the recruitment process and interviewing applicants. Metro used a recruiting software program, to manage and document recruitments.

FOTA requirements applied to all venue positions. The venues filled 501 positions over the last five fiscal years. Between FY 2019-20 and FY 2023-24, Metro spent about \$20 million per year on venue personnel costs, including wages and benefits.

Exhibit 2 Metro spent between \$9.4 million and \$27.2 million per year on visitor venue personnel costs in the last five fiscal years



Source: Auditor's office analysis of personnel costs in PeopleSoft. Costs adjusted for inflation.

Metro also contracted for some parts of venue operations. One contractor provided food and beverage services. Another promoted tourism in the region. These contractors were required to report FOTA information related to their total hires. The food and beverage contractor indicated they hired 553 total positions in the last three fiscal years. The tourism marketing contractor employed a total of 74 employees as of November 2024, so likely hired fewer employees during the same period.

Results

The audit found FOTA was more of a step in Metro’s recruitment process than a program. Management of FOTA was not aligned with MERC’s 2015 policy guidance, and its intended outcomes were not clear. Without clarity and oversight, Metro could not maintain an effective program. A 2015 evaluation found there was agreement about why the program began, but little consensus about what it was supposed to achieve. This weakness was evident in our review of the program’s current administration.

The 2015 program evaluation reported that FOTA suffered from a lack of high-level leadership and operational ownership. This audit found the lack of effective governance still existed. As a result:

- Program requirements were not updated as required.
- Performance data and reporting were ineffective.
- Economic opportunities through FOTA were limited.
- Weak relationships with community-based organizations limited program recruitment.

Metro documents, contractors, employees, and agency leadership characterized the program’s intended outcomes in different ways. Some viewed FOTA as a way to address displacement caused by the development of the OCC. Some believed the program was intended to increase workforce diversity. The program was also characterized as providing workforce development and career advancement. Several people emphasized the contributions of contractors instead of Metro.

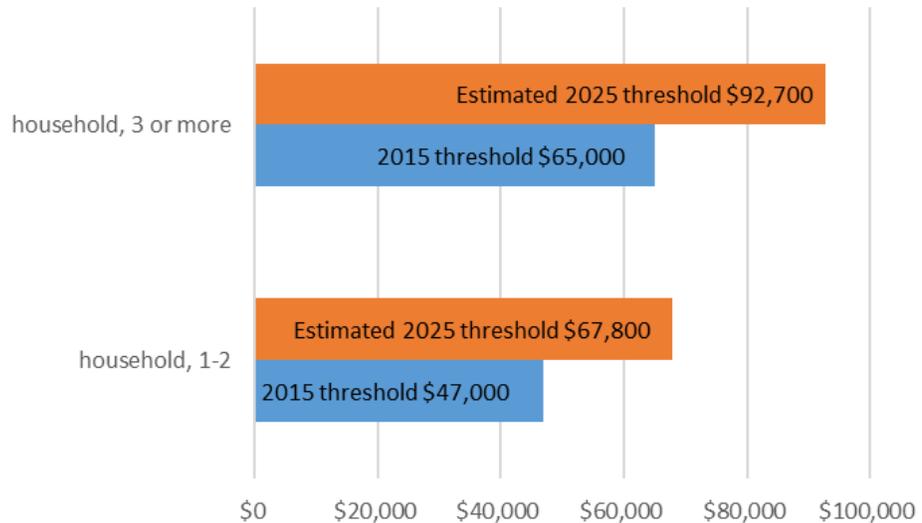
The relationship between FOTA and other diversity and equity goals was unclear. This weakness was also identified in the 2015 evaluation. In 2016, Metro published its Strategic Plan to Advance Racial Equity. The strategic plan made a connection between FOTA and agencywide workforce diversity goals, but how FOTA’s current administration aligned with those goals was unclear.

Program requirements were not updated as required

The audit found that FOTA criteria were not updated as required. As a result, fewer people were eligible. A 2015 MERC resolution required annual updates to the income thresholds. It also required MERC to review the target-area boundary every five years and update as necessary. The last review and update took place in 2015. This means the program’s requirements have not been updated for nearly ten years.

Income thresholds were supposed to be updated based on the University of Washington Self-Sufficiency Index (index). The index was intended to measure how much income was needed to meet basic needs without public or private assistance. We estimated the 2025 income thresholds would have been about \$67,800 for a household up to two. This estimate suggests an increase of about \$20,000 from the current threshold. For a household of three or more people, we estimated the income threshold would have been about \$92,700, or about \$27,800 more than the current threshold.

Exhibit 3 Updating income thresholds would make more people eligible for FOTA



Source: Auditor's Office estimate of 2025 FOTA income thresholds based on University of Washington Self-Sufficiency Indices for 2014, 2017, 2021 and Metro website as of 8/15/24.

Updating the income thresholds as specified in the 2015 MERC resolution could have increased FOTA eligibility for households in the current zip codes. The exact number was unclear because of how household income was reported in Census data, but we estimated it would likely be in the thousands.

The FOTA boundary was also supposed to be reviewed regularly to ensure it remained relevant in reaching its intended population. Because the target area has not been updated since 2015, the current boundary may not be aligned with the program's intent. The boundaries were updated in 2015 out of concerns for gentrification. Since then, in 2018, the City of Portland published a draft gentrification and displacement report showing several FOTA zip codes were experiencing, or at risk of experiencing, additional gentrification.

We identified two causes that appeared to be barriers to implementing the income and FOTA boundary updates. The first was the lack of clear roles and responsibilities. MERC was identified as being responsible for income and boundary updates. However, MERC is a volunteer commission with limited staff to complete the work. In practice, the General Manager of Visitor Venues and HR appeared to be most closely aligned with FOTA administration.

While those parts of Metro may have capacity to update income thresholds, reviewing the FOTA boundary could require a significant amount of work. The last boundary changes were created using a consultant, a cross-agency workgroup, a stakeholder task force, and sophisticated data analysis. If that

same approach were used again it would require dedicated resources, additional capacity, and clarity about roles and responsibilities.

The second barrier to implementing the updates was that the index for updating income thresholds in the 2015 MERC resolution was published every three to four years. As a result, it could not be used to update income thresholds annually. A different index would be needed to update income annually.

Performance data and reporting were ineffective

The audit found FOTA performance data and reporting were unreliable and could not be used to effectively evaluate the program. Without regular reporting and reliable data to understand program performance, decision-makers cannot know if a program is effective. We did not locate any internal or external reports about Metro's implementation of FOTA in recent years. Two of MERC's contractors reported on FOTA regularly, but their reports were inconsistent with each other, and did not appear to be based on the program's requirements.

Regular reporting about Metro's performance was not taking place. MERC meeting packets and minutes over the past ten years indicated that Metro rarely provided reports that included FOTA application and hiring data. In general, FOTA data was shared when the program was being formally evaluated in 2003 and 2015.

During the audit, HR provided FOTA performance data for fiscal year (FY) 2022-23 and FY 2023-24. HR also provided a report and data from 2016 that included two quarters of application and hiring information. This indicated program data was available, but it was not being reported at MERC meetings.

The level of detail varied across the reports we received. For instance, one contained the race and ethnicity of those hired through FOTA, internal, and general recruitments. If the intent of FOTA is to increase workforce diversity, then this information could help decision-makers understand which recruitment strategies contribute to Metro's workforce diversity goals. Another report summarized only FOTA recruitment information. It excluded race and ethnicity details but tracked applicants at each stage of the recruitment process. This information could help identify potential barriers for FOTA applicants during recruitment.

There were examples of incomplete and inaccurate data in the reports we reviewed. We noted inconsistencies between data in the recruitment software and PeopleSoft HR. For instance, some employees were identified as being hired through a FOTA recruitment process in one source, but not the other. It was also unclear how existing employees who were hired through a FOTA recruitment process would be reported in the data if they were later hired in another position using a non-FOTA recruitment process.

Contractors reported data about FOTA at MERC meetings, but it was not aligned with FOTA requirements. The basis of FOTA is that applicants meet two requirements to receive a first opportunity to apply and interview for a position. Currently, neither contractor requires that an applicant lives in the target area or meets income requirements. One of the contractors does not offer a first opportunity to interview. The other contractor only offers a first opportunity to interview for manager positions.

The contractors were required to report FOTA compliance. Their reports focus on the zip codes where employees live. This may be in part due to unclear language in their contracts. One contract defines FOTA as applying only to the geographic boundary while the other contract gives no definition of FOTA at all.

Clarifying the program's reporting requirements would improve the quality of data available to assess performance. Reporting timelines were clear in both contracts and both contractors reported on time. This points to a lack of clarity about the program's income requirements as the cause for inconsistent program reporting. The General Manager of Visitor Venues was identified in one contract as being responsible for defining reporting requirements.

Program performance information was also inconsistent between the two contractors. One contractor reported its purchases from businesses in the target area, but contracting was no longer part of the program. Misalignment between what contractors reported and FOTA's requirements could cause confusion among stakeholders about the program's performance.

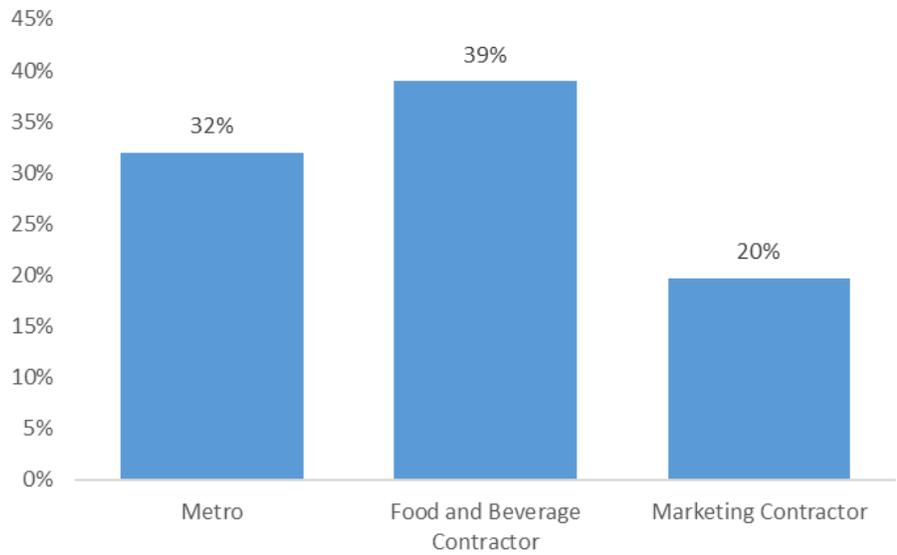
Reporting was ineffective in part because it was unclear what the program was supposed to accomplish. If the purpose of the program were to provide the first opportunity to apply for a job, then data about the number of applicants and number of people hired would be needed. If the desired outcome were to provide economic benefits to economically disadvantaged people, then tracking income growth might make sense. Some of those data points were available for Metro positions, but they would need to be gathered for contractor positions.

Based on Metro's data, about 4% (22 of 501) of venue hires were made through a FOTA recruitment in the last five fiscal years. This data did not include contractor hires. Metro employees hired through a FOTA recruitment attested that they met the income threshold for their household size and lived in the target area. HR did not verify this information.

If the purpose of FOTA is to employ people in the target area generally, then Metro's reporting would need to focus on the number of venue employees living in target area zip codes. In that scenario, Metro's reports would be like the current reports contractors make to MERC.

HR data showed about 32% of Metro’s venue employees lived in the FOTA boundary near the end of FY 2023-24. That was about the same percentage prior to COVID (37%). The two contractors reported 39% and 20% of their employees lived in the target area in 2024.

Exhibit 4 The percentage of employees living in the target area varied among Metro and its contractors



Source: Auditor’s Office analysis of PeopleSoft HR data for 6/23/24; Marketing Contractor 3rd Quarter 2023-24 report; Food and Beverage Contractor employee data as of 12/2/24.

If the purpose of the program were to increase workforce diversity, then performance reports would need to include demographic data. Metro and the two contractors reported information about workforce diversity. However, that information was not connected to the program. For instance, Metro’s website included a dashboard showing the race and ethnicity of all employees as well as the race and ethnicity of venue employees. It did not track demographic data of employees hired through FOTA recruitments.

FOTA was also characterized by some as focusing on providing career opportunities. If that were the program’s purpose, then performance could be assessed based on the career path of employees. In that case, data about part-time and full-time positions, starting and ending pay, job duration, and promotions would be helpful.

The audit found economic opportunity was not defined. This mattered because the program sought to provide economic opportunities for economically disadvantaged residents. A lack of specific desired outcomes can lead to different interpretations of what creates a program benefit. We evaluated the program using different interpretations of desired outcomes and found FOTA provided limited economic opportunities for economically disadvantaged applicants.

Economic opportunities through FOTA were limited

Over the last five fiscal years, FOTA had a limited impact on the number of people hired by Metro at the venues (4%). In addition, the number of positions filled through FOTA recruitments has been declining. In FY 2019-20, the venues hired 13 employees through FOTA recruitments out of 111 total job opportunities (12%). In FY 2023-24 three employees were hired through FOTA out of the 120 job opportunities (2.5%).

Contractors appeared to have more success hiring from the target areas. For instance, 218 of one contractor's employees hired over the last three years lived in the target area. This represented about 40% of the positions that contractors filled during that time. However, those positions were not filled using Metro's FOTA requirements.

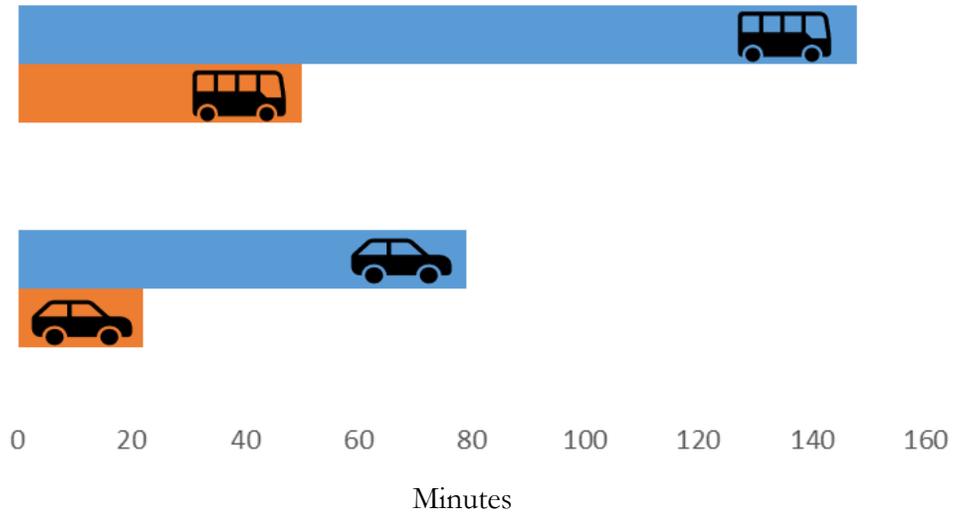
Most FOTA opportunities were limited to part-time and event-based jobs. About 73% of Metro positions filled through FOTA recruitments were part-time, event-based positions. Contractors also hired mostly part-time and event-based positions. In the last five fiscal years, 76% of the people who lived in the target area that were hired by contractors were part-time employees. This was likely the result of the event-based nature of venue positions. However, it reduced the earning potential and benefits for employees in these positions.

The trade-offs between full- and part-time employment should be considered in program planning. Part-time and event-based work may be attractive to people seeking flexibility or those wanting to develop job skills. Some applicants meeting the program's income requirements may qualify to receive income-based financial support. Examples include assistance for paying utility bills or purchasing food. A full-time position could raise their income high enough to make them ineligible for these services.

In some cases, a reduced work schedule may create additional burden that could make the job less desirable. For instance, traveling to and from work for a part-time or event shift may not make sense for some applicants. As the target area boundaries expanded, travel time to get to the venues may have increased.

We compared travel time from six zip codes in the target area to the three venues. The analysis showed target areas added in 2015 increased average round-trip travel time for one of the selected zip codes up to 79 minutes by car and up to 149 minutes by public transportation.

Exhibit 5 Employees living in the **updated target areas** could travel more than employees living in the **original target areas**



Source: Auditor's Office analysis based on a selection of schools in FOTA zip codes, TriMet.org, and Google.com/maps.

Because most positions were event-based, employee benefits were reduced. Some, but not all, part-time employees at Metro were eligible for health benefits. Part-time employees paid more for the benefits. According to Metro's employee benefits handbook, event-based employees were not eligible for Metro's health benefits. They also had less access to some other insurance benefits.

Several employees hired through FOTA recruitments took on additional jobs across the venues. This had the potential to increase their weekly hours. While this type of variety may be attractive to some applicants, others may find the inconsistency and need to travel among the venues unattractive.

Some FOTA opportunities had limited potential for future wage growth. This could matter if the desired program outcome is to provide opportunities for career advancement. At least 27% of the jobs filled at the venues in the past five years paid a fixed hourly wage regardless of experience.

We also heard concerns that FOTA opportunities were low-wage positions. We reviewed the starting wage for employees that Metro's PeopleSoft HR system identified as being hired through a FOTA recruitment. After adjusting for inflation, the average starting wage was about \$22 per hour. This was higher than the regional minimum wage of about \$16 per hour. It was also higher than our current estimate of the index which was about \$19 per hour for a single adult.

Weak relationships with community-based organizations limited program recruitment

Contractors' employees who lived in target area zip codes had varying pay ranges. After adjusting for inflation, the marketing contractor's average hourly pay was about \$41. The food and beverage contractor's average hourly pay was about \$20.

We found that Metro's engagement with CBOs was inconsistent and inadequate to recruit FOTA participants. These relationships were meant to help match potential applicants with job opportunities. Relationships were inadequate due to several factors including differing or unclear expectations, a lack of personal connections between CBO employees and Metro employees, and changes to previous relationship-building practices.

The audit found current relationships between Metro and CBOs were primarily focused on a weekly job opportunity email that was sent to the CBOs. However, the contact list contained some out-of-date information. We attempted to contact organizations on the list that had been identified as high priority partners for FOTA. We also tried to contact CBOs on the list that were based in a FOTA zip code. While most of these contacts were up to date, many did not respond to our inquiries, some were no longer valid, and one of the contacts was not involved in job placement work. We found that one CBO was not receiving emails, two were receiving emails sporadically, and several listed email addresses were no longer in use.

We interviewed seven CBOs from the list of twenty-five. Several mentioned having established relationships with Metro through job fairs. However, two contacts directly involved in connecting clients to job opportunities reported that Metro's past outreach practices had stopped. Those practices included Metro employees visiting CBO offices, speaking with staff and clients to establish expectations, and communicating a clear mission for FOTA.

Several CBOs mentioned that they work directly with the organizations where their clients applied. A barrier in their efforts to recruit FOTA participants was not knowing who to contact at Metro about hiring. These employment specialists often rely on their relationships and networks to support their clients. Some felt that having a person to talk to about available jobs and expectations of positions would be helpful. Relationships may have lapsed in part because of COVID shutdowns and remote work. These findings indicated additional efforts were needed to engage successfully with CBOs.

Effective partnerships also appeared to be more challenging due to unclear responsibility for managing FOTA. There did not seem to be a process in place to keep the email contact list up to date. This was important because it acts as a key piece of communication between Metro and CBOs. Some CBOs we spoke with had positive feelings about Metro and receiving the weekly emails. Several did work with low-income populations who live in the target area, making them good partners for the program.

Past FOTA program evaluations make clear that CBO connections were an important part of success. The 2003 evaluation made recommendations to expand outreach in the communities of North and Northeast Portland. They noted local businesses, community groups, and churches have a natural ability to connect people to opportunities.

The 2015 program evaluation recommended using data-driven approaches to support outreach. Two-way communication would be necessary to ensure accurate information was used by program management. CBOs need to know about the program and its requirements. Metro needs to know which groups and partnerships work best for finding eligible applicants.

Two CBOs mentioned that jobs offered at Metro are desirable and one career specialist noted that their clients may be underqualified for positions. Barriers may exist for clients such as a lack of skills to meet the job's minimum qualifications. Although some of the CBOs we talked to offered training programs, it did not appear to be directly aimed at building qualifications for FOTA positions. This may result in fewer applicants connecting to FOTA opportunities. Stronger relationships between Metro and CBOs could help reduce some of those barriers by providing training for CBO staff and trainings at CBOs for potential applicants

Recommendations

To clarify the FOTA policy direction in Resolution 2015-22a, Metropolitan Exposition Recreation Commission and the General Manager of Visitor Venues should:

1. Change the criteria used to annually update the program's income thresholds.
2. Create a process to determine whether the program's geographic boundary will be updated every five years.

To improve program administration, the General Manager of Visitor Venues in consultation with Human Resources, should:

3. Establish consistent performance reporting standards for contractors and internal operations.
4. Publish performance reports periodically to inform the public, policy makers, and management about FOTA's outcomes.
5. Strengthen relationships with community-based organizations to connect community members with job opportunities.

To ensure alignment between FOTA and other workforce diversity efforts, the General Manager of Visitor Venues in consultation with Human Resources, and Diversity Equity and Inclusion should:

6. Update FOTA to align with any changes to SPARED I or other workforce diversity goals and strategies.

Scope and methodology

The purpose of this audit was to evaluate how administration of the First Opportunity Target Area (FOTA) impacted program performance. Our objectives were to:

- Determine the status of the 2015 FOTA program review recommendations.
- Determine if differences in how Metro and partners administer FOTA impacted program performance.
- Identify opportunities to increase program performance.

The scope of analysis included Metro and contractor FOTA reporting from fiscal year (FY) 2019-20 through FY 2023-24 and employees hired by Metro through FOTA beginning in 2016. To develop our audit objectives, we reviewed prior Metropolitan Exposition Recreation Commission (MERC) meeting minutes, recruitment for MERC applicants, and partner contracts and agreements. We consulted best practices from NeoGov, the Government Accountability Office, and the Government Alliance on Race and Equity. We also reviewed Metro resolutions and FOTA evaluations dating back to 1989.

We interviewed Metro staff and leadership as well as MERC commissioners to familiarize ourselves with the history, objectives, and implementation of FOTA. We conducted preliminary analyses of program data retrieved from Metro's recruiting software program and PeopleSoft HR.

To complete our audit objectives, we reviewed FOTA program requirements outlined in MERC Resolution 2015-22a and determined if the program was up to date. We conducted interviews with a judgmental sample of seven community-based organizations (CBOs). We used a judgmental sample to identify the most relevant partners on Metro's email list. As a result, findings cannot be generalized to the population as a whole. The sample population was based on having a zip code in the FOTA boundary or being identified by Metro as being a high priority organization in prior MERC FOTA discussions.

We evaluated data from Metro's recruiting software to identify MERC venue hires made through FOTA, internal, and general recruitment between FY 2019-20 and FY 2023-24. We used Metro's classification and compensation website as of 10/24/2024 to determine the compensation range for venue hires. We also reviewed PeopleSoft HR data to identify starting hourly wages for people documented as being hired through FOTA recruitments. We adjusted hourly wages to 2024 values. Due to the incomplete nature of this data set, audit findings cannot be generalized to the population as a whole.

We interviewed two of Metro's contractors, Levy and Travel Portland, to better understand how they administered and reported on Metro's FOTA program. We obtained and analyzed hiring data from these contractors to understand how their efforts impacted program performance.

In October 2024, we notified management about an error in the way FOTA opportunities were listed in Metro’s weekly job opportunities email. Management stated that they implemented corrective actions later that month in response.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives. This audit was included in the FY 2024-25 audit schedule.

Management response

Memo



Date: April 4, 2025
To: Brian Evans, Metro Auditor
From: Marissa Madrigal, Chief Operating Officer
Craig Stroud, General Manager of Visitor Venues
Holly Calhoun, Deputy Chief Operating Officer
Subject: First Opportunity Target Area Audit-Management Response

Introduction

Auditor Evans,

Thank you for the thoughtful review of the First Opportunity Target Area (FOTA) program and the recommendations for improving administration of the current program and incorporating previous findings and commitments (“First Opportunity Target Area Program Study” February 2015, and “MERC Resolution 15-22a” January 2016).

FOTA was implemented 36 years ago as a *“first opportunity for available jobs to economically disadvantaged residents living in economically distressed neighborhoods in the immediate vicinity of the Convention Center site.”* At its core, this program was an attempt to acknowledge discriminatory practices and displacement that had disproportionately impacted communities of color, most significantly the African American community.

As the audit points out, the actual economic advancements or reconciliation of historical injustices that can be tied to the program are less notable. While there may be a range of reasons *why* this is the case, the lack of reliable data and unclear roles and responsibilities must first be addressed. Reliable program data will be critical when providing program performance outcomes to key stakeholders, including policy decision-makers. Changes to this program, including clarifying scope and desired outcomes, will be equally reliant on solid baseline data and qualitative feedback.

Management’s responses to the audit recommendations focus on stabilizing the program by fulfilling the requirements outlined in MERC Resolution 15-22a. Immediate actions include clarifying roles and responsibilities, updating income thresholds, improving data collection and reporting, and deepening relationships with Community-Based Organizations. Assessing outcomes after stabilizing the program will allow the public, policy makers, and management to identify if changes are desired. Please note in our overall timeline that stakeholder engagement, including engaging with policy makers about programmatic changes, is not proposed until after a program stabilization period.

As communities across the nation experience backlash against social justice programs, it’s more important than ever that Metro keeps its commitments and stands by its values, particularly those related to diversity, equity and inclusion. That doesn’t always look like bold moves and loud actions.

Sometimes it just means doing what we said we would, following through, and fulfilling commitments made.

And in the case of the FOTA program, that's what we intend to do. While there's a compelling case to be made that the program isn't fulfilling the commitments it originally sought to, this position minimizes the commitments management made and didn't adequately keep 10 years ago. By starting with a focus on rightsizing programmatic needs and resources instead of focusing on why the program should be changed, we can more effectively equip policy makers with the necessary data to meaningfully explore FOTAs purpose, outcomes and responsiveness to the cultural and economic disparities which the program originally sought to address.

Audit Recommendations - updated March 19th

Recommendation

To clarify the FOTA policy direction in Resolution 2015-22a, MERC and the General Manager of Visitor Venues should:

1. Change the criteria used to annually update the program's income thresholds.

Management Response: Management agrees with the recommendation. As noted by the audit, the University of Washington (UW) Self-Sufficiency Index, identified in Resolution 2015-22a was published about every three years. Given the resolution's requirement to update the income thresholds annually, either a new index or revised approach must be identified to support annual changes.

The UW Self-Sufficiency Index published an Oregon 2024 index. To expedite an income threshold adjustment that will immediately increase the number of applicants residing in the existing FOTA boundary that qualify for the program's first opportunity, the General Manager of Visitor Venues will bring forth to MERC a resolution to update the income thresholds using the Oregon 2024 index no later than August 2025.

Adjusting the income thresholds for years that fall between updates to the UW Self-Sufficiency Index will require additional research and direction from MERC.

Proposed Plan: The General Manager of Visitor Venues will work with Metro's Planning, Development and Research department's data and research professionals to identify alternative self-sufficiency indexes which provide similar income and self-sufficiency data. Should no reliable replacement indexes exist, the General Manager of Visitor Venues will identify an annual inflation adjustment process that can be applied to the UW Self-Sufficiency Index to allow annual adjustments.

Timeline: Either a new index or an annual inflation adjustment process will be provided to MERC for consideration no later than January 2026.

2. Create a process to determine whether the program's geographic boundary will be updated every five years.

Management Response: Management agrees with this recommendation. In addition to this recommendation, the audit's other recommendations include updating program income thresholds, improving data and reporting, and reestablishing CBO partnerships. Management believes it is important to stabilize the program by implementing those recommendations and establishing

two years of program performance data before attempting to assess whether the program’s boundaries require change.

The previous time the geographic boundaries were updated (2015), significant resources were dedicated to the process including a consultant, a cross-agency workgroup, a stakeholder task force, and sophisticated data analysis. Additionally, as the audit noted, the last boundary change created unintended barriers, like significant increases in commute times, particularly when using public transportation.

Because the need for a boundary change necessitates such a commitment, resources, and agency capacity, it is important that decisions are influenced by accurate data analysis to help determine if a boundary change is critical to the program’s success. Two years of performance data will likely provide MERC the information necessary to determine if a change should be considered and we expect to bring this question to MERC in late 2027 or early 2028.

Proposed Plan: Management commits to the following actions to stabilize the program prior to reassessing the programs geographic boundaries:

Income Thresholds: Management will recommend MERC update program income thresholds using a 2024 UW Self-Sufficiency Index report for Oregon by August 2025. In addition, the General Manager of Visitor Venues will recommend either a new income threshold index or an annual inflation adjustment process for future annual updates for MERCs consideration and approval by January 2026. More information on this is provided in response to recommendation one.

Reporting: Clearly establishing reporting requirements for Metro’s Human Resources processes and MERC contractor processes will support consistent reporting and improve accountability and data integrity. Management commits to updating reporting requirements by August 2025 but notes that the timeline may be extended if the updated requirements necessitate any system updates to effectively capture and report performance data. More information on this is provided in response to recommendation three.

CBO Partnerships: Management appreciates the audit report’s language around CBOs and their importance to program success. Deepening existing and establishing new relationships with CBO’s that support job placements, ensuring the relevant CBOs know about the FOTA mission, requirements, expectations, and opportunities, and defining specific roles and responsibilities so that the CBOs know who to contact about hiring are important actions. More information on this is provided in response to recommendation five.

Timeline: We anticipate bringing the question of updating the geographic boundaries to MERC in late 2027 or early 2028.

Recommendation

To improve program administration, the General Manager of Visitor Venues in consultation with Human Resources, should:

3. Establish consistent performance reporting standards for contractors and internal operations.

Management Response: Management agrees with the recommendation. The original FOTA program required the MERC venues directly and through its partners pursue a policy of providing a first opportunity of jobs to economically disadvantaged residents living in economically distressed neighborhoods near the Oregon Convention Center. MERC Resolution 2015-22a affirmed that the basis of FOTA is that applicants meet two

requirements (living within the established geographic boundary and meeting income eligibility thresholds) to receive a first opportunity to apply for and interview for a MERC venue job. As communicated in response to recommendation two, management intends to establish performance reporting standards using the resolution's eligibility requirements.

Proposed Plan: To develop consistent performance reporting standards the General Manager of Visitor Venues will collaborate with Human Resources to define specific recruiting, interviewing, job offer, and job acceptance metrics to specifically track the number of applicants and hires that meet both the FOTA income threshold and FOTA boundary resident requirements.

Timeline: Management commits to establishing metrics with Human Resources by August 2025. That said, should any identified metrics require creating and/or updating systems, the timeline to implement those additional reporting standards may be extended (Metro is actively researching new Enterprise Resource Planning (ERP) systems and enhanced data analytics and reporting capabilities are key priorities in that assessment).

The General Manager of Visitor Venues will engage contract partners to clarify the FOTA mission requirements, and expectations. It is expected that the mechanics of their hiring processes will be similar and include recruiting, interviewing, job offer, and job acceptance steps. Upon confirmation, the performance reporting standards will be documented with partners so they can capture the same metrics as internal operations. Management believes this can be accomplished by August 2025.

4. Publish performance reports periodically to inform the public, policy makers, and management about FOTA's outcomes.

Management Response: Management agrees with this recommendation. To implement, management will need to define the FOTA income, residency, and recruitment/hiring performance reporting standards and capture data for internal operations and contractors as stated in audit recommendation three, above. The Metro HR system captures much of this data; therefore, performance reporting to MERC, the public, and management will commence after six months of data is collected (assumed data collection start of August 2025).

Similarly, the General Manager of Visitor Venues will need to engage contract partners about the specific and consistent data points required for their performance reporting. Depending upon their HR system capabilities and the data currently captured, reporting that is consistent with internal operations will commence as quickly as practicable.

Proposed Plan: Management commits to the following actions to establish a program report update schedule:

Internal Reporting: The audit cites that Metro Human Resources provided FOTA performance data for Fiscal Year 2022-23 and Fiscal Year 2023-24. To the extent that data provides information about the FOTA income, residency, and recruitment/hiring performance metrics, the General Manager of Visitor Venues will present that data, along with an analysis and recommendation of possible additional data that would be helpful to MERC in their oversight role, at a MERC meeting in the first quarter of 2026. Management will then report FOTA program hiring performance data to MERC twice annually at a regularly scheduled commission meeting.

MERC Contractor Reporting: The General Manager of Visitor Venues will engage contract partners to clarify the FOTA mission, requirements, and expectations, particularly the income threshold and target area residency requirements, as well as the expectation that their recruitment process includes data capture for

recruiting, interviewing, job offer, and job acceptance steps. The contractors will then be required to incorporate the updated data into regular reporting to MERC.

Timeline: Management estimates this action can be completed by April 2026 with regular reporting thereafter.

5. Strengthen relationships with community-based organizations to connect community members with job opportunities.

Management Response: Management agrees with this recommendation. Community-Based Organizations (CBOs) have historically been and remain critical to the success of the FOTA program. Deepening existing and establishing new relationships with CBO's that support job placements, ensuring the relevant CBOs know about the FOTA mission, requirements, expectations, and opportunities, and defining specific roles and responsibilities so that the CBOs know who to contact about hiring are important actions.

Proposed Plan: Management commits to the following actions to strengthen relationships with community-based organizations:

Outreach and update to CBO contact list: Metro Human Resources will contact existing CBOs to affirm their desire to remain connected to and supportive of the FOTA program (this will include providing each CBO the FOTA applicant eligibility requirements to ensure CBO/program fit). Human Resources will inquire of these CBOs, and other connected community partners active in the program's target areas, if they are either interested or can refer other CBOs who are interested in matching their clients to FOTA jobs. This action is expected to be completed by June 2025.

FOTA Program Education, Roles and Responsibilities: For the updated listing of interested CBOs, the General Manager of Visitor Venues will work with the MERC venues and Metro Human Resources to provide one or more engagements on the mission, requirements, expectations, and opportunities of FOTA, as well as specific roles, responsibilities, and contacts. These engagements will seek to understand from these organizations the training they and their clients need to use the program's offerings, as well as the frequency that such engagements would be helpful. This action is expected to be completed by January 2026.

Contract Partner and CBO alignment: The General Manager of Visitor Venues will engage the two venue contract partners to share the importance of CBOs to the program and for collaborative, as well as independent, relationship building between the parties. The General Manager of Visitor Venues will ensure the MERC contract partners are provided with the updated listing of CBOs for their use, as well as inclusion in the engagements to provide CBOs the specific information about their jobs and opportunities. This action will be completed in tandem with the above actions.

Timeline: Timelines for proposed actions listed above.

Recommendation

To ensure alignment between FOTA and other workforce diversity efforts, the General Manager of Visitor Venues in consultation with Human Resources and Diversity, Equity, and Inclusion, should:

6. Update FOTA to align with any changes to SPAREDI or other workforce diversity goals and strategies.

Management Response: Management agrees to bring this recommendation to policy-makers for consideration as part of updates to Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion. As stated in the audit, the FOTA program’s alignment with Metro’s workforce diversity and other equity goals and strategies has been a question since at least the February 2015 FOTA program study. That study noted that the relationship between FOTA and other Metro diversity and equity goals is ambiguous, stating, “This is especially true as Metro has taken steps to deepen its commitment toward diversity and equity, for example through its recent Diversity Action Plan.”

The Diversity Action Plan evolved and in 2016 Metro published its Strategic Plan to Advance Racial Equity, Diversity and Inclusion (SPAREDI). The strategic plan focuses on removing barriers for people of color and improving equity outcomes for these communities by improving how Metro works internally and with partners around the Portland region. At that time, MERC sent a letter to Metro Council expressing, “..., the Metropolitan Exposition and Recreation Commission wishes to express its strong support for Metro's Strategic Plan to Advance Racial Equity, Diversity and Inclusion and urges Metro Council to adopt and implement it.”

These two contemporaneous actions, MERC’s FOTA Resolution 2015-22a and Metro Council’s adoption of its SPAREDI, indicate that the governance bodies likely understood the ambiguity, yet moved forward with the FOTA program and the SPAREDI as written. While future public engagement and subsequent direction from MERC and/or Metro Council may result in closer alignment and/or small to large scope program modifications, FOTA in its initial and current form was intended to provide “first opportunity for available jobs to economically disadvantaged residents living in economically distressed neighborhoods in the immediate vicinity of the Convention Center site.” While management asserts that the FOTA program is a strategy that aligns with the overarching principles of the SPAREDI (leading with a racial equity focus, eliminating disparities that people of color experience, and generating solutions that address the needs of historically marginalized groups), with a specific tie to SPAREDI Goal C (‘through training and hiring practices that break down barriers for applicants of color, Metro achieves a racially diverse workforce’), the misalignment described in the audit may be in reference to the FOTA program’s narrowed geographic focus as opposed to the SPAREDI’s regionwide lens.

Examples where Metro’s equity actions intersect with the February 2015 FOTA program study includes the Metro initiated Construction Career Pathways Regional Framework. That project, often referred to as C2P2, has resulted in 9 public agencies adopting the framework, which uses a regional approach to recruiting, training, and retaining women and people of color in the construction trades. All Metro departments, including the MERC venues, are required to integrate the essential framework points into construction projects. Another example is the outcomes of the 2019 Oregon Convention Center renovation project. The renovation construction contractor proposal process resulted in the largest Oregon public works contract being awarded to a BIPOC prime contractor at that point in time. Metro’s procurement process used typical contractor selection criteria and to increase opportunities to non-established general contractors emphasized the value of diversity and inclusion by integrating State of Oregon Certification Office for Business Inclusion and Diversity (COBID) criteria which supported the firm’s ability to submit a responsive proposal. The construction contract set project expectations and goals for workforce diversity and financial commitments. Renovation highlights include that 51% of total contract dollars were awarded to COBID registered minority and women-owned businesses, 40% of hours worked were completed by people of color, and of total dollars paid to subcontractors, 54% were awarded to majority Black-owned businesses.

Proposed Plan: As described in the above commitments, management intends to strengthen its oversight of the FOTA program before proposing any significant changes to policy decision-makers. In addition, the audit cites that stakeholders had varying responses to what they believed FOTAs purpose

and outcomes were. The actions identified in management's responses to recommendations one through five include documenting and communicating FOTA requirements to help clarify the FOTA program and its current alignment with SPAREDI Goal C.

Timeline: Following the two-year program stabilization period described in the above responses, management agrees to engage with policy makers (MERC Commission and Metro Council) to obtain direction regarding the alignment between SPAREDI, FOTA and other workforce diversity goals and strategies.



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First Opportunity Target Area (FOTA): Clarify the program’s purpose to improve governance and administration

Why this audit is important

FOTA was designed to give eligible job applicants the first opportunity to apply for positions at the Oregon Convention Center. Positions at Portland’s Centers for the Arts, and Portland Expo Center were later added. Eligibility was based on household income and zip code.

FOTA geographic boundary



Source: Metro Website

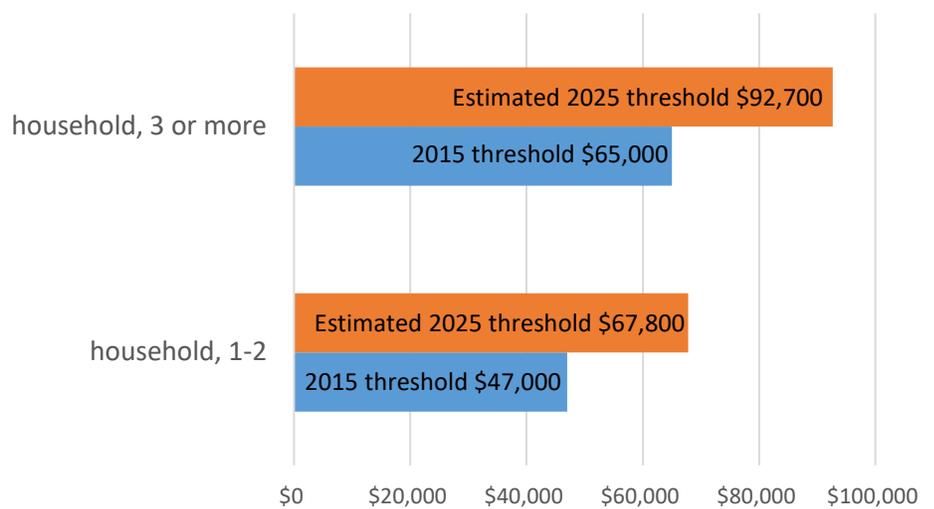
FOTA began in 1989 after Metro built the Oregon Convention Center in and near neighborhoods that had a history of displacement because of government-sponsored construction projects. These projects led to the demolition of businesses, churches, and homes. This especially impacted communities of color because racist housing policies restricted where they could live.

The purpose of this audit was to evaluate how administration of FOTA impacted program performance.

What we found

Management of FOTA was not aligned with the Metropolitan Exposition Recreation Commission’s (MERC) 2015 policy guidance and intended program outcomes were unclear. MERC required annual updates to the program’s income requirements and reviews of the zip code boundary every five years. FOTA requirements had not been updated for nearly ten years.

Updating income thresholds would make more people eligible for FOTA



Source: Auditor’s Office estimate of 2025 FOTA income thresholds based on University of Washington Self-Sufficiency Indices for 2014, 2017, 2021 and Metro website as of 8/15/24.

The audit also found performance data and reporting were unreliable. We did not locate reports about Metro’s implementation of FOTA in recent years and contractor reports did not appear to be based on program requirements. We evaluated the program using different interpretation of desired outcomes and found FOTA provided limited economic opportunities. Most positions filled were part-time and for event-based work. This reduced the earning potential and benefits for employees. Lastly, the audit found that weak relationships with community-based organizations (CBOs) limited FOTA recruitment. Our interviews with CBOs indicated additional efforts were needed for Metro to engage successfully.

What we recommend

The audit included six recommendations. Five were designed to clarify policy direction and improve program administration. One recommendation was made to ensure alignment between FOTA and other workforce diversity efforts.



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Waste Prevention and Environmental Services FY2025-26 Budget Engagement Report Out

Mary Nolan, Metro Council

Marta McGuire, Waste Prevention and Environmental Services Director

Patrick Dennis, Finance Manager

WASTE PREVENTION AND ENVIRONMENTAL SERVICES FY2025-26 BUDGET ENGAGEMENT REPORT OUT

Date: April 28, 2025
Department: Waste Prevention and
Environmental Services
Meeting Date: May 8, 2025
Length: 45 minutes

Prepared by: Carly Tabert, Policy Coordinator
Presenter: Metro Councilor Mary Nolan; Marta
McGuire, Waste Prevention and Environmental
Services Director; Patrick Dennis, Finance
Manager

ISSUE STATEMENT

Waste Prevention and Environmental Services is actively working to improve transparency and shared understanding of the budget development and fee-setting process. As a part of this effort, the department engaged with the Regional Waste Advisory Committee and hosted a virtual budget forum that included elected officials, local government staff, industry stakeholders, and reuse sector representatives. Input gathered through both the advisory committee and the forum will be shared with Metro Council to inform budget and fee adoption. Staff will also share updates on the proposed solid waste fees and budget considerations.

ACTION REQUESTED

Staff asks Metro Council to consider the input from these budget engagements to inform the adoption of the FY2025-26 budget and solid waste fees and identify any additional information need to inform budget and fee adoption.

IDENTIFIED POLICY OUTCOMES

Council will consider adoption of the FY2025–26 budget and solid waste fees to support the outcomes of the 2030 Regional Waste Plan, reflecting a regionwide approach that prioritizes human health, environmental protection, and the responsible management of the region’s waste through equitable services and strategic investments.

BUDGET AND FEE ENGAGEMENT TIMELINE AND SUMMARY

Regional Waste Advisory Committee

The Regional Waste Advisory Committee is a policy level committee that advises Metro Council on the management of the garbage and recycling system including providing input on the Waste Prevention and Environmental Services budget and solid waste fees. The committee held three focused discussions between February 2025 and April 2025.

Committee members participated in a structured input exercise using the red-yellow-green feedback framework. Members were asked to assess the proposal by identifying areas of strong alignment (green), areas requiring clarification or potential adjustment (yellow), and areas of concern or potential misalignment (red). Each member was asked to select their top two priorities in each color category to focus the discussion on the most critical issues, while also having the opportunity to submit additional comments beyond their initial selections. This approach was designed to focus dialogue, elevate key themes, and collect meaningful input to inform Metro Council’s final budget and fee decisions.

The input collected through this process was collected, logged and organized into major themes based on the committee’s input. The following section summarizes the common areas of support, questions, and concerns identified across all red, yellow, and green comments.

Strong Alignment with Regional Outcomes

1. **Provision of Essential Services:** Continued investment in household hazardous waste collection services, dumped garbage cleanup, and community education is widely supported.
2. **System Facilities Plan Phasing and Investments:** Agreement that the phased approach to implementing community depots and other infrastructure investments reflect thoughtful planning and is aligned with equity and service goals.
3. **Reuse and Waste Prevention Investments:** Strong support for the Reuse Impact Fund and partnerships that support waste prevention, reuse infrastructure, and livable-wage jobs.
4. **Fee Stability and Investment Model:** Support for future consideration of a fee model that balances affordability with long-term investment.

Areas of Adjustment or Further Consideration

1. **Staffing for System Facilities Plan:** Questions about the scale and timing of the proposed 3 FTE; some suggested exploring 2 FTE or phased additions.
2. **Cost Management Opportunities:** Interest in exploring scaled-back, phased service delivery, especially for programs like MetroPaint and household hazardous waste and further evaluating program costs and administrative overhead.
3. **Fee Structure Clarity:** Request for more transparent communication about how fee increases are calculated and how they compare regionally.

Areas of Concern or Misalignment

1. **Equity & Transparency:** Concern about geographic and financial equity, particularly regarding equitable access to services, how fees are distributed and need for deeper engagement with local governments.
2. **Solid Waste Fee Increase:** Concern about the 11% increase and potential impacts on small haulers, nonprofits, and illegal dumping.
3. **Tonnage Assumptions:** Questions about how tonnage declines will affect long-term revenue and whether capital investments align with those trends.
4. **Level of Reuse Investment:** Concern on potential decreased investment in reuse with sunset of Innovation and Investment grant program.

The complete advisory report is attached for Council reference.

Regional Budget Forum

Waste Prevention and Environmental Services hosted a virtual budget forum to present the proposed FY 2025–26 budget and solid waste fees. The forum offered an opportunity for local jurisdictions, community organizations, and industry representatives—particularly those not represented on the advisory committee—to ask questions and provide input on the department’s priorities, progress, and strategic investments.

The facilitated listening session focused on hearing participants' questions, ensuring that attendees have the information they need to engage with Metro Council as we move into the budget deliberation process. Attendees raised questions and offered input across four key areas:

- **Clarity on Budget Components:** Participants sought greater clarity on the Metro Central Services budget, staffing levels, internal service charges for grants and local government funding, and how those costs are shared across Metro.
- **Questions on Staffing Levels and Alternatives:** Input included inquiries about whether current staffing levels are right-sized for programs like RID, youth education, and household hazardous waste—and whether some Regional System Facilities Plan functions could be delivered without increasing staffing and if there are potential alternative funding options. There was also a request for more detailed analysis of how lower regional system fee increases would impact operations.
- **Long-Term Capital Planning:** Attendees expressed interest in understanding the multi-year funding plan for the Regional System Facilities Plan and how costs will be phased into the Regional System Fee over time.
- **Encouragement for Broader Engagement with Local Governments:** Participants strongly encouraged Metro Council to have additional conversations with local government partners to better understand the local impacts of the proposed budget and fee decisions.

PROPOSED BUDGET AND SOLID WASTE FEES

Staff presented the proposed budget and associated solid waste fees on April 15, 2025, to Metro Council. At the May 8, 2025, Council meeting, staff will present updates to the proposed fees including: 1) refinements to the fees based on third party review for consistent methodology of the fee model and 2) proposed adjustments and considerations based on input received through the Regional Waste Advisory Committee and budget forum.

ATTACHMENTS

1. Advisory Report from Regional Waste Advisory Committee



Regional Waste Advisory Committee Advisory Report: Proposed FY2025-26 Budget and Fees

Overview

This summary reflects the Regional Waste Advisory Committee's discussion and input on Metro's proposed FY25–26 Waste Prevention and Environmental Services (WPES) budget and associated solid waste fees. Between February and April 2025, the committee reviewed the existing programs and investments, the solid waste fee setting guidance and proposed FY2025-26 budget and fees.

Summary of Committee Engagement and Key Guidance

As part of the Regional Waste Advisory Committee's engagement on the proposed FY2025–26 Waste Prevention and Environmental Services budget and fees, committee members participated in a structured input exercise using the red-yellow-green feedback framework. Members were asked to assess the proposal by identifying areas of strong alignment (green), areas requiring clarification or potential adjustment (yellow), and areas of concern or potential misalignment (red). Each member was asked to select their top two priorities in each color category to focus the discussion on the most critical issues, while also having the opportunity to submit additional comments beyond their initial selections. This approach was designed to focus dialogue, elevate key themes, and collect meaningful input to inform Metro Council's final budget and fee decisions.

The input collected through this process was collected, logged and organized into major themes based on the committee's input. The following section summarizes the key areas of support, questions, and concerns identified across all red, yellow, and green comments. These themes represent a range of perspectives offered by committee members and highlight both areas of alignment with the proposed budget and fees, as well as areas where additional clarification, adjustments, or further consideration may be needed. The following major themes emerged:

Strong Alignment with Regional Outcomes

1. **Provision of Essential Services:** Continued investment in household hazardous waste collection services, dumped garbage cleanup, and community education is widely supported.
2. **System Facilities Plan Phasing and Investments:** Agreement that the phased approach to implementing community depots and other infrastructure investments reflect thoughtful planning and is aligned with equity and service goals.

3. **Reuse and Waste Prevention Investments:** Strong support for the Reuse Impact Fund and partnerships that support waste prevention, reuse infrastructure, and living wage jobs.
4. **Fee Stability and Investment Model:** Support for future consideration of a fee model that balances affordability with long-term investment.

Areas of Adjustment or Further Consideration

1. **Staffing for System Facilities Plan:** Questions about the scale and timing of the proposed 3 FTE; some suggested exploring 2 FTE or phased additions.
2. **Cost Management Opportunities:** Interest in exploring scaled-back or phased service delivery, especially for programs like MetroPaint and household hazardous waste.
3. **Fee Structure Clarity:** Request for more transparent communication about how fee increases are calculated, methods used, alternatives and how they compare regionally.

Areas of Concern or Misalignment

1. **Equity & Transparency:** Concern about geographic and financial equity, particularly regarding equitable access to services and how fees are distributed.
2. **Solid Waste Fee Increase:** Concern about the 11% increase and potential impacts on small haulers, nonprofits, and illegal dumping.
3. **Tonnage Assumptions:** Questions about how tonnage declines will affect long-term revenue and whether capital investments align with those trends.
4. **Level of Reuse Investment:** Concern on potential decreased investment in reuse with sunseting of Innovation and Investment grant program.

Key Themes and Detailed Commentary

Additional details and representative comments are provided below to further illustrate the key themes and highlight specific committee perspectives.

Strong Alignment with Regional Outcomes

Theme	Comments
Provision of essential services	<p>Cleanup and direct government grants are great on-the-ground (Community representative)</p> <p>Support for Household Hazardous Waste maintenance (Community representative)</p> <p>Support for Garbage and Recycling Operations investments (Local government representative)</p>

<p>System Facilities Plan phasing and investments</p>	<p>Appreciate slow, calculated approach to starting System Facilities work (Industry representative)</p> <p>Cornelius depot will improve geographic accessibility/reuse options for residents (Community representative)</p> <p>Support for new infrastructure investments (e.g. organics processing at Central) (Community representative)</p>
<p>Reuse and Waste Prevention Investments</p>	<p>Reuse Impact Fund is a good investment (Community representative)</p> <p>Very supportive of the reuse impact fund, wish it were bigger (Reuse organization representative)</p>
<p>Fee Stability and Investment Model</p>	<p>The proposed Fee Stability and Investment Model is a thoughtful approach to managing long-term investments while balancing affordability for ratepayers. (Local government representative)</p> <p>I am encouraged by the upcoming discussion of the “fee stability and investment model” and look forward to learning more (Community representative)</p>

Areas of Adjustment or Further Consideration

<p>Theme</p>	<p>Comments</p>
<p>Staffing for System Facilities Plan</p>	<p>Ability to reduce 3.0 FTE to 2.0 for the System Facilities Plan implementation team? What impact would that have? (Community representative)</p> <p>In reviewing the proposed budgets addition of three new FTE to implement the systems facility plan, has Metro analyzed the current capability of their staff to conduct this work? Is there a possibility of ramping-up additional FTE overtime on an as-needed basis? (Local government representative)</p> <p>How can the implementation of the new facilities be accelerated? (Local government representative)</p> <p>No need for added 3 FTE to support System Facilities Plan work, use current staff who helped get the plan in development to where we are now (Industry representative, listed as concern/misalignment)</p>
<p>Cost Management Opportunities</p>	<p>Perhaps a longer-term consideration...potential – perhaps as part of the System Facilities implementation plan – to look at how to reduce MetroPaint costs? And with the new depots, the HHW costs as well? (Community representative)</p>

	<p>Consider maintaining status quo services with current costs as much as possible (Industry representative)</p> <p>What options does Metro have to expand funding sources? Aside from the current fees WPES collects, has Metro considered other regulatory fees for the private entities that operate in the region to cover the cost of those</p>
Fee Structure Clarity	<p>Lack of metro oversight over fees at private transfer stations (Local government representative)</p> <p>Transparency needed re: where investments in pay equity eventually land (are fees scaling with waste worker wages)? (Community representative)</p> <p>How do these fee increases affect private transfer stations and material recovery facility operations? (Reuse representative)</p>

Areas of Concern or Misalignment

Theme	Comments
Equity & Transparency	<p>More transparency/detail needed into planning and partnership costs and activities (Community representative)</p> <p>Further analysis of geographic fee disparities needed and how Metro fits into this (Community representative)</p> <p>As the region moves toward new funding models, there is an urgent need for transparent planning and deeper local government engagement to ensure communities are not caught off guard by sudden shifts in financial responsibility. (Local government representative)</p>
Solid Waste Fee Increase	<p>Concerned that the increased solid waste fee may increase illegal dumping (Community representative)</p> <p>Concerned that Metro staff costs in fee increase more than personnel costs in Recology contract (Industry representative)</p> <p>Has Metro considered operational changes to reduce operating costs instead of a significant fee increase that directly impacts our system users? This could potentially be done with alternative processes and schedules, or contract labor to allow for flexibility. (Local government representative)</p>
Tonnage Assumptions	<p>Tonnage forecast v. actual tons as an impact on Metro budget and private facilities. Metro is capable of generating “surplus” with minimum tonnage of 40%, private facilities have caps (Industry representative)</p> <p>Need to consider the impact of decreasing tonnage – higher fees will lead to more illegal dumping – as you note, consumers have a limited ability to</p>

	manager their own waste generation (Reuse representative, listed as concern)
Level of Reuse Investment	Loss of the I&I program means a net reduction of \$1M of investment in reuse annually (Reuse representative) Concern of reduction in I&I and impact on reuse (Community member)

Detailed Comments by Seat

The following section provides a detailed record of the feedback submitted by committee members, organized by the type of seat they hold. Committee members were asked to select their two top priorities for each area of input including where they see strong alignment with regional priorities, and areas of concern and misalignment. They were also given an opportunity to provide additional feedback. These comments reflect individual perspectives on the proposed FY2025–26 Waste Prevention and Environmental Services budget and fees, including areas of strong alignment, opportunities for adjustment or clarification, and concerns or areas of potential misalignment. This detailed record is intended to supplement the high-level thematic summary and offer additional insight into the range of perspectives shared during the committee’s engagement process.

Community representatives

Supports Regional Priorities and System Outcomes	<p>Reuse Impact Fund is a good investment, especially taking into account the Reuse/Waste Prevention goals</p> <p>Good to prioritize higher/more livable wages and moving away from contract labor, when appropriate. Partnerships are important, but with good wages and benefits</p> <p>Reuse Impact Fund is a sensible means of investing in on-the-ground experts of this work</p> <p>Cornelius depot will improve geographic accessibility/reuse options for residents</p> <p>Environmental Stewardship: 1) Household Hazardous Waste maintenance, new infrastructure investments (e.g. organics processing at Central), 2) Cleanup and direct government grants are great on-the-ground means of furthering this priority</p> <p>Services and community education – everyday people don’t attend these meetings/forums, even if they are open to the public. Meeting the people where they’re at (their communities) is the best way to provide resources and communication</p>
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	<p>I am encouraged by the upcoming discussion of the “fee stability and investment model” and look forward to learning more</p> <p>Focus on education and information. I took Master Recycler program and thought it was very useful. I learned how to reduce waste and be resourceful without buying anything. Feel that with current uncertainty with economy and lack of wage increases we should educate people about how to reduce waste, reuse and repurpose things.</p>
<p>Opportunities for Adjustment or Clarification</p>	<p>Perhaps a longer-term consideration...potential – perhaps as part of the SFP implementation plan – to look at how to reduce MetroPaint costs? And with the new depots, the HHW costs as well?</p> <p>Ability to reduce 3.0 FTE to 2.0 for the SFP implementation team? What impact would that have?</p> <p>How are we providing opportunities for transfer stations/private stakeholders to meaningfully participate in the emerging reuse economy?</p> <p>Solid Waste Fee increase – compared to other transfer stations in the region – will this worsen geographic disparities?</p> <p>Transparency needed re: where investments in pay equity eventually land (are fees scaling with waste worker wages)?</p> <p>Solid waste fee increases – I understand for the most part, but don’t like it. For the everyday people, non-committee members or people part of the garbage world, an explanation in “laymen’s” terms of why?</p> <p>Would be interested in how Extended Producer Responsibility could potentially offset some of these costs in the future</p> <p>Seconded Jackie’s comment that the loss of I&I fund may be loss of investment in reuse</p> <p>By decreasing in any area, doesn’t that only delay cost and create potentially bigger price increases in the future?</p> <p>Important to continue thinking about a future with less trash... could transfer stations also make money off recyclables, reuse etc...?</p>
<p>Areas of Concern and Misalignment</p>	<p>More transparency/detail needed into planning and partnership costs and activities, esp. Policy & compliance</p> <p>Further analysis of geographic fee disparities needed and how Metro fits into this</p>

	<p>I am concerned about how the 11% proposed solid waste fee increase may affect small haulers and nonprofits. Could some Extended Producer Responsibility offset this?</p> <p>Concerned that the increased solid waste fee may increase illegal dumping</p> <p>Regional fee increase – I feel like with the current politics, we are just as unstable and unsure as we were during COVID. Need to consider what is “right now” - is it truly the time to move forward with certain projects</p>
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Additional community input:

- I just would like to emphasize the importance of reuse. During this uncertain time, what is certain is that climate change is happening and recycling has limitations. We need a paradigm shift towards a reuse society. I believe that extended producer responsibility should eventually cover the price of environmental impact and end-of-life management (plastic would be 1000 times more expensive that way! Paint could be sold with disposal fee which could fund PaintCare). When the fee increases, it is a great chance to educate public. They may not even know what options are available (cart size, on-call, low-income assistance, etc.). I didn’t know about on-call service until 2 years ago myself. Thank you for your hard work!

Local governments representatives

<p>Supports Regional Priorities and System Outcomes</p>	<p>Support proposed regional garbage and recycling operations</p> <p>The partnerships are important in order for the service improvements to be implemented by local governments</p> <p>DEQ supports the research and planned programs identified as the analysis supports implementation of the RWP. DEQ doesn’t usually comment on specific fee values.</p> <p>Services and Community Education – 1) The ability to provide educational programming and service offerings flexible enough to meet the diverse needs of our community benefits all local governments in the Metro region. Direct funding to programs and services which meet the current needs of the community is important. And 2) Working together in partnership to align priorities strengthens the reach of key messages, such as, upstream habit changes, end of life material consideration and how to recycle right.</p> <p>Garbage and Recycling Operations- Aside from the 2030 Regional Waste Plan, how does Metro rank their operational priorities? What</p>
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	<p>assessment is conducted to determine the nice to have programming verses the need to have elements which meet local governments and our community’s needs.</p> <p>The proposed Fee Stability and Investment Model is a thoughtful approach to managing long-term investments while balancing affordability for ratepayers.</p> <p>The long-term goal to reduce reliance on a per-ton fee structure through implementation of the Recycling Modernization Act reflects a strategic shift toward more sustainable funding.</p>
<p>Opportunities for Adjustment or Clarification</p>	<p>How can the implementation of the new facilities be accelerated?</p> <p>If the proposed increase is adopted the RSF will have increased by 80% since 2020 (more than 3x general inflation).</p> <p>Lack of metro oversight over fees at private transfer stations</p> <p>What options does Metro have to expand funding sources? Aside from the current fees WPES collects, has Metro considered other regulatory fees for the private entities that operate in the region to cover the cost of those services?</p> <p>New Investments- In reviewing the proposed budgets addition of three new FTE to implement the systems facility plan, has Metro analyzed the current capability of their staff to conduct this work? Is there a possibility of ramping-up additional FTE overtime on an as-needed basis?</p> <p>Has Metro’s assessment of maintaining a Disaster Debris Grant fund with a balance of \$500K changed now that a framework has been developed through the Regional Disaster Preparedness Organization (RDPO) which affirms it is local government’s role to manage disaster debris clean-up activities?</p> <p>While we support the concept of community depots, the current siting plan continues to leave Beaverton and other Westside communities with limited access. Future investments should prioritize true geographic equity—not just regional coverage.</p> <p>As the region moves toward new funding models, there is an urgent need for transparent planning and deeper local government engagement to ensure communities are not caught off guard by sudden shifts in financial responsibility.</p>
<p>Areas of Concern and Misalignment</p>	<p>Regional System Fee – What is the long-term strategy by Metro to address future reduction of tonnage given anticipated changes in how wet waste is managed? Does the pay-as-you-throw methodology have unintended consequences which feed the need to increase funding for programs like RID patrol to clean-up illegally dumped materials or</p>

	<p>local governments to assume greater costs by expanding reduced rate program offerings?</p> <p>Solid Waste Fee - Has Metro considered operational changes to reduce operating costs instead of a significant fee increase that directly impacts our system users? This could potentially be done with alternative processes and schedules, or contract labor to allow for flexibility.</p> <p>The placement of new community depots fails to meet the stated goal of ensuring all residents are within a 20-minute commute to a facility. Beaverton residents still face a 30–45 minute drive to the nearest location, and prior feedback from city staff has not been addressed.</p> <p>The magnitude of the proposed fee increases—5.97% for the Regional System Fee and 11.01% for the Solid Waste Fee—feels out of step with current economic conditions and may unintentionally incentivize illegal dumping in underserved areas.</p>
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Additional local government input:

- The transition away from a per-ton funding model under the Recycling Modernization Act is a significant shift, yet there has been minimal discussion on how that transition will occur or how cities like Beaverton will be supported during the change. This is especially concerning given that tonnage-based fees continue to serve as the backbone of the current budget proposal.
- Beaverton continues to experience inequitable access to regional solid waste infrastructure. The proposed depot location in Cornelius, while beneficial to parts of Washington County, offers no meaningful improvement for many Beaverton residents. Despite direct engagement from Beaverton’s city council and staff, concerns about accessibility and service equity remain unresolved. Without action, our residents will bear a disproportionate burden—paying more while still traveling farther than most to access basic services.
- While it is technically accurate that local governments set their own garbage and recycling collection rates, Metro’s system fees are mandatory and form the foundation of every jurisdiction’s fee structure. Any local adjustments come on top of Metro’s charges, limiting true local flexibility. Metro should play a more active role in helping partners and residents understand what these fees support. Currently, Metro’s FTE staffing model appears oversized compared to other jurisdictions, and greater focus is needed to ensure staff are supporting local partners and system users—not solely expanding administrative overhead.
- Additionally, the \$81.4 million allocated to Materials and Services warrants much closer scrutiny. As the largest line item in the budget—outpacing personnel, capital

outlay, and contingency spending—this allocation lacks adequate transparency. Combined with the 26.5 FTE dedicated to community-facing services, the size of this line item raises critical questions: What specific programs or contracts are driving these costs? How much is directed to direct services versus administrative support? Without greater detail, it is difficult to assess whether these investments are advancing regional goals effectively or whether they could be restructured to ensure more equitable service delivery across the region, particularly for underserved areas like Beaverton.

- More context needs to be added to the descriptions of "Fee Structure Clarity" and "Solid Waste Fee Increase." Consistent with the report as written, we are requesting more transparency with respect to calculation methods and alternatives. However, the report neglects to mention the broader context of these increases, notably the fact that if adopted, the proposed fee increases will be greater than 3x general inflation. Just as the report contemplates whether "Metro considered operational changes to reduce operating costs" we are asking if the report can contemplate whether "Metro can provide support for the necessity of fee increases that are three times general inflation." This support is critical given that localities are in the midst of layoffs and significant budget deficits. "Inflation" is seemingly not mentioned in this report.
- Can Metro explain why contractor and FTE costs differ so significantly? More transparency as to and substantiation of these differences would be appreciated and go to a general interest in "Fee Structure Clarity."

Industry representatives

<p>Supports Regional Priorities and System Outcomes</p>	<p>Appreciate slow, calculated approach to starting System Facilities Plan work (should do while keeping cost constant – as are now) as much as possible</p> <p>Good focus on need not want to have</p> <p>Keeping Regional System fee and solid waste fees separate, even in reserves</p>
<p>Opportunities for Adjustment or Clarification</p>	<p>Consider maintaining status quo services with current costs as much as possible</p> <p>Like to see options in service levels to reduce solid waste fee rate, i.e. reduced hours reduces cost (fee increase) by X amount</p> <p>System facilities plan has Metro moving away from commercial wet waste. Need to look at lowering 40% tons through budget process, how does that impact need for capital improvements and overall Metro solid waste fees</p>

	<p>Hard to assess –or give feedback- if all programs are properly staffed. Example: call center staffing – what is the expectation of holding times, do they have other tasks during down time?</p>
<p>Areas of Concern and Misalignment</p>	<p>Concerned that Metro staff costs in solid waste fee increase more than personnel costs in Recology contract</p> <p>No need for added 3 FTE to support System Facilities Plan work, use current staff who helped get SFP in development to where we are now</p> <p>Tonnage forecast v. actual tons as an impact on Metro budget and private facilities. Metro is capable of generating “surplus” with minimum tonnage of 40%, private facilities have caps</p>

Reuse representative

<p>Supports Regional Priorities and System Outcomes</p>	<p>Very supportive of the reuse impact fund (wish it were bigger)</p>
<p>Opportunities for Adjustment or Clarification</p>	<p>How do these fee increases affect private transfer station and Material Recovery Facility operations?</p> <p>Need to consider the impact of decreasing tonnage – higher fees will lead to more illegal dumping – as you note, consumers have a limited ability to manager their own waste generation</p>
<p>Areas of Concern and Misalignment</p>	<p>Loss of the I&I program means a net reduction of \$1M of investment in reuse annually</p>



Metro

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Agenda #: 5.1

File #: RES 25-5487

Agenda Date: 5/8/2025

Resolution No. 25-5487 For the Purpose of Adopting the Metro Investment Policy For Fiscal Year 2024-2025

Brian Kennedy, Chief Financial Officer

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE) RESOLUTION NO. 25-5487
METRO INVESTMENT POLICY FOR FISCAL)
YEAR 2024-2025) Introduced by Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, in order to make investments having a maturity longer than 18 months, Metro is required by ORS 294.135(a) to annually adopt an Investment Policy; and

WHEREAS, Metro’s current Investment Policy was adopted by Resolution 24-5416 on May 23, 2024; and

WHEREAS, Metro’s Investment Advisory Board annually reviews, recommends, and submits the Investment Policy to the Metro Council for its approval; and

BE IT RESOLVED that the Metro Council adopts the Investment Policy for Fiscal Year 2024-2025 attached hereto as Exhibit A, and authorizes the investment of Metro funds in accordance with the provisions of the Investment Policy.

ADOPTED by the Metro Council this 8th day of May, 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

EXHIBIT A

INVESTMENT POLICY

- 1.0 Scope and Governing Authority
- 2.0 General Objectives
- 3.0 Standards of Care
- 4.0 Transaction Counterparties, Investment Advisors and Depositories
- 5.0 Safekeeping and Custody
- 6.0 Suitable and Authorized Investments
- 7.0 Investment Parameters
- 8.0 Prohibited Investments
- 9.0 Investment of Proceeds from Debt Issuance
- 10.0 Investment Reserve or Capital Improvements
- 11.0 Reporting
- 12.0 Policy Adoption and Re-Adoption
- 13.0 List of Documents Used in Conjunction with this Policy
- 14.0 Definitions

1.0 Scope and Governing Authority

These investment policies apply to all cash-related assets included within the scope of Metro's audited financial statements and held directly by Metro.

Funds held and invested by trustees or fiscal agents are excluded from these policies; however, such funds are subject to the regulations established by the state of Oregon.

Funds of Metro will be invested in compliance with the provisions of ORS Chapter 294 and other applicable statutes. Investments will be in accordance with these policies and written administrative procedures. Investment of any tax-exempt borrowing proceeds and of any debt service funds will comply with the Internal Revenue Code of 1986 provisions and any subsequent amendments thereto.

2.0 General Objectives

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment return targets are secondary.

- (a) Safety. Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of principal in the overall portfolio and security of funds and investments. The objective will be to mitigate credit risk and interest rate risk.
- (b) Liquidity. The investment officer shall assure that funds are constantly available to meet immediate payment requirements, including payroll, accounts payable and debt service. Furthermore, the portfolio should consist largely of securities with active secondary or resale markets. A portion of the portfolio also may be placed in the Oregon Short Term Fund which offers next-day liquidity. Where possible and prudent, the portfolio should be structured so that investments mature consistent with anticipated demands.
- (c) Return on Investment. The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into consideration the safety and liquidity needs of the portfolio.

Although securities are purchased with the intent to hold to maturity, securities may be sold prior to their maturity in order to improve the quality, net yield, or maturity characteristic of the portfolio.

- (d) Legality. Funds will be deposited and invested in accordance with statutes, ordinances and policies governing Metro.

- (e) Responsibility. The intent of the investment program is to achieve long-term market returns to create added resources to advance Metro’s strategic goals and objectives. Consideration of responsible investing practices, including, not limited to advancing racial equity and climate resilience, may be applied when aligned with the objectives of safety, liquidity and return.

3.0 Standards of Care

- (a) Prudence. The standard of prudence to be applied by the investment officer shall be the “prudent person” rule: “Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived.” The prudent person rule shall be applied in the context of managing the overall portfolio.
- (b) Ethics and Conflicts of Interest. Officers and employees involved in the investment process shall refrain from personal activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business. Disclosure shall be made to the governing body. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of Metro. Officers and employees shall, at all times, comply with the State of Oregon Government Standards and Practices code of ethics set forth in ORS Chapter 244.
- (c) Delegation of Authority. The Chief Operating Officer is the investment officer of Metro. The authority for investing Metro funds is vested with the investment officer, who, in turn, designates the investment manager to manage the day-to-day operations of Metro’s investment portfolio, place purchase orders and sell orders with dealers and financial institutions, and prepare reports as required.
- (d) Investment Advisory Board (IAB). There shall be an investment advisory board composed of five (5) members.
 - (1) Terms of Service. The term of service for citizens appointed to the IAB shall be subject to the provisions of Metro Code 2.19.030.
 - (2) Appointment. The investment officer shall recommend to the Council for confirmation the names of persons for appointment to the IAB.

- (3) Duties. The IAB shall meet quarterly. The IAB will serve as a forum for discussion and act in an advisory capacity for investment strategies, banking relationships, the legality and probity of investment activities and the establishment of written procedures for the investment operations.
- (e) Monitoring the Portfolio. The investment manager will routinely monitor the contents of the portfolio comparing the holdings to the markets, relative values of competing instruments, changes in credit quality, responsible investing and benchmarks. If there are advantageous transactions, the portfolio may be adjusted accordingly.
- (f) Indemnity Clause. Metro shall indemnify the investment officer, chief financial officer, investment manager, staff and the IAB members from personal liability for losses that might occur pursuant to administering this investment policy. The investment officer, acting in accordance with written procedures and exercising due diligence, shall not be held personally responsible for a specific security's credit risk or market price changes, provided that these deviations are reported to the council as soon as practicable.
- (g) Internal Controls. The investment officer shall maintain a system of written internal controls, which shall be reviewed annually by the IAB and the independent auditor. The controls shall be designed to prevent loss of public funds due to fraud, error, misrepresentation or imprudent actions. Metro's independent auditor at least annually shall audit investments according to generally accepted auditing standards and this ordinance.

The internal controls shall address the following points at a minimum:

- (1) Compliance with Investment Policy
- (2) Detection of collusion
- (3) Separation of transaction authority from accounting and record keeping
- (4) Custodial safekeeping
- (5) Avoidance of physical delivery of securities whenever possible and address control requirements for physical delivery where necessary
- (6) Clear delegation of and limits on authority given to subordinate staff members
- (7) Confirmation of transactions for investments and wire transfers in written or digitally verifiable electronic form
- (8) Dual authorizations of wire and automated clearing house (ACH) transfers
- (9) Staff training
- (10) Review, maintenance and monitoring of security procedures both manual and automated

4.0 Transaction Counterparties, Investment Advisors and Depositories

- (a) Broker Dealers. The Investment Officer shall determine which broker/dealer firms and registered representatives are authorized for the purposes of investing funds within the scope of this investment policy. A list will be maintained of approved broker/dealer firms and affiliated registered representatives.

The following minimum criteria must be met prior to authorizing investment transactions. The Investment Officer may impose more stringent criteria.

Broker dealers must meet the following minimum criteria

- (1) Be registered with the Securities and Exchange Commission (SEC);
- (2) Be registered with the Financial Industry Regulatory Authority (FINRA);
- (3) Provide most recent audited financials;
- (4) Provide FINRA Focus Report filings.

A periodic (at least annual) review of all authorized broker/dealers will be conducted by the Investment Officer.

If Metro's investment advisor is contracted to provide securities transactions on behalf of Metro, the advisor's broker dealer list must be provided to the Investment Officer for approval. The Investment Officer can assign the responsibility of the broker dealer due diligence process to the Advisor, and all licensing information on the counterparties will be maintained by the Advisor and available upon request.

The Advisors must provide Metro with any changes to the list prior to transacting on behalf of Metro.

- (b) Investment Advisors. The Investment Officer may engage the services of one or more external investment advisors to assist in the management of Metro's investment portfolio in a manner consistent with this investment policy. If Metro hires an investment advisor to provide investment management services, the advisor is authorized to transact with its direct dealer relationships on behalf of Metro.

Approved investment advisor firms must be registered with the Securities and Exchange Commission (SEC) or licensed by the state of Oregon; (Note: Investment advisor firms with assets under management > \$100 million must be registered with the SEC, otherwise the firm must be licensed by the state of Oregon).

A periodic (at least annual) review of all authorized investment advisors under contract will be conducted by the Investment Officer to determine their continued eligibility within the portfolio guidelines. The Investment Advisor must notify Metro immediately if any of the following issues arise while serving under a Metro contract:

1. Pending investigations by securities regulators
 2. Significant changes in net capital
 3. Pending customer arbitration cases
 4. Regulatory enforcement actions
- (c) Depositories. All financial institutions who desire to become depositories must be qualified Oregon Depositories pursuant to ORS Chapter 295.
- (d) Competitive Transactions. The Investment Officer shall obtain and document competitive bid information on all investments purchased or sold in the secondary market. Competitive bids or offers should be obtained, when possible, from at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform. In the instance of a security for which there is no readily available competitive bid or offering on the same specific issue, then the Investment Officer shall document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities as the same original issue price. However, the Investment Officer is encouraged to document quotations on comparable securities. If an investment advisor provides investment management services, the advisor must retain documentation of competitive pricing execution on each transaction and provide upon request.

5.0 Safekeeping and Custody

- (a) Delivery vs. Payment. All trades of marketable securities will be executed (cleared and settled) by delivery vs. payment (DVP) to ensure that securities are deposited in Metro's safekeeping institution prior to the release of funds. Metro will have online access through the safekeeping bank for verification of the account holdings and transactions. Delivery vs. payment will also be required for all repurchase transactions and with the collateral priced and limited in maturity in compliance with ORS 294.035(2)(j).

Notwithstanding the preceding, an exception to the delivery versus payment policy is made when purchasing State and Local Government Series Securities (SLGS) from the United States Treasury's Bureau of Public Debt to satisfy arbitrage yield restriction requirements of the Internal Revenue Code for tax-exempt bond issues.

- (b) Custody/Safekeeping. Securities purchased by Metro shall be held in a segregated account for Metro's benefit at a third-party trustee as safekeeping agent. All securities will be receipted and recorded based on the terms in the custodial contract. Upon request, the safekeeping institution shall make available a copy of its Statement on Standards for Attestation Engagements (SSAE) No. 16. The approved broker dealer or the investment advisor shall provide Metro with a confirmation ticket listing the specific instrument, issuer, coupon, maturity, CUSIP number, purchase or sale price, transaction date, and other pertinent information.

6.0 Suitable and Authorized Investments

(Definitions of terms and applicable authorizing statutes are listed in the "Summary of Investments Available to Municipalities" provided by the State Treasurer).

- (a) Investment Types. The following investments are permitted by this policy and ORS 294.035 and 294.810.
- (1) Lawfully issued general obligations of the United States, the agencies and instrumentalities of the United States or enterprises sponsored by the United States Government and obligations whose payment is guaranteed by the United States, the agencies and instrumentalities of the United States or enterprises sponsored by the United States Government. Maximum percent of portfolio allocation is 100%. No more than 40% of the portfolio in any one agency, instrumentality, or sponsored enterprise.
 - (2) Certificates of Deposit (CD) from commercial banks in Oregon and insured by the Federal Deposit Insurance Corporation (FDIC). Maximum percent of portfolio allocation is 25%. Investments in Certificates of Deposit invested in any one institution shall not exceed 5% of the total available funds and 15% of the equity of the financial institution.
 - (3) Repurchase Agreements (Repo's) purchased from any qualified institution provided the master repurchase agreement is effective and the safekeeping requirements are met. The repurchase agreement must be in writing and executed in advance of the initial purchase of the securities that are the subject of the repurchase agreement.
 - (A) ORS 294.035 (3)(j) requires repurchase agreement collateral to be limited in maturity to three years and priced according to percentages prescribed by written policy of the Oregon Investment Council or the Oregon Short-Term Fund Board.

- (B) ORS 294.135 (2) limits the maximum term of any repurchase agreement to 90 days.
- (C) Acceptable collateral:
 - (i) US Treasury Securities: 102%
 - (ii) US Agency Discount and Coupon Securities: 102%

Maximum percent of portfolio allocation is 25% and issuer constraint is 10%. The investment officer shall not enter into any reverse repurchase agreements.

- (4) Banker's Acceptances (BA) that are (i) guaranteed by, and carried on the books of, a qualified financial institution, (ii) eligible for discount by the Federal Reserve System, and (iii) issued by a qualified financial institution whose short-term letter of credit rating is rated in the highest category (A-1, P-1, F-1) by one or more nationally recognized statistical rating organization.

Qualified institution means a financial institution that is located and licensed to do banking business in the state of Oregon; or a financial institution located in the states of California, Idaho, or Washington that is wholly owned by a bank holding company that owns a financial institution that is located and licensed to do banking business in the state of Oregon.

Maximum percent of portfolio allocation is 25%. Investments in Bankers' Acceptances invested in any one institution shall not exceed 5% of the total available funds and 15% of the equity of the financial institution.

- (5) Corporate indebtedness subject to a valid registration statement on file with the Securities and Exchange Commission or issued under the authority of section 3(a)(2) or 3(a)(3) of the Securities Act of 1933, as amended. Must be issued by a commercial, industrial or utility business enterprise, or by or on behalf of a financial institution, including a holding company owning a majority interest in a qualified financial institution. The combined total invested in corporate indebtedness may not exceed 35%. No more than 5% of the total portfolio with any one corporate entity.
 - (A) Commercial Paper (CP) rated on the trade date P-1 or better by Moody's Investors Service or A-1 or better by Standard & Poor's Corporation or equivalent rating by any nationally recognized statistical rating organization.
 - (B) Corporate indebtedness must be rated on trade date in a rating category of "Aa-" or better by Moody's Investors Service or a rating

category of “AA” or better by Standard & Poor’s Corporation or equivalent by any nationally recognized statistical rating organization.

(C) Notwithstanding subparagraph (a) and (b) of this paragraph, the corporate indebtedness must be rated on the trade date P-2 or in a rating category of “A” or better by Moody’s Investors Service or A-2 or in a rating category of “A” or better by Standard & Poor’s Corporation or equivalent rating by any nationally recognized statistical rating organization when the corporate indebtedness is:

(i) Issued by a business enterprise that has its headquarters in Oregon, employs more than 50 percent of its permanent workforce in Oregon or has more than 50 percent of its tangible assets in Oregon; or

(ii) Issued by a holding company owning not less than a majority interest in a qualified financial institution, as defined by ORS 294.035, located and licensed to do banking business in Oregon or by a holding company owning not less than a majority interest in a business enterprise described in subparagraph (i) of this subparagraph.

(6) Lawfully issued debt obligations of the agencies and instrumentalities of the State of Oregon or its political subdivisions with a long-term rating in a rating category of “A” or an equivalent rating or better or the highest category for short term municipal debt.

Lawfully issued debt obligations of the States of California, Idaho or Washington or their political subdivisions with a long-term rating in a rating category of “AA” or an equivalent rating or better or the highest category for short term municipal debt.

Maximum percent of portfolio allocation is 25%. No more than 5% of the total portfolio in any one issuing entity.

Such obligations may be purchased only if there has been no default in payment of either the principal of or the interest on the obligations of the issuing county, port, school district or city, for a period of five years next preceding the date of the investment, per ORS 294.040.

(7) State of Oregon Investment Pool. Maximum allowed per ORS 294.810, with the exception of pass-through funds (in and out within 10 days). A thorough

investigation of the pool/fund is required prior to investing, and on a continual basis. Metro shall perform a periodic review of:

- (A) Pool's investment policy and objectives
 - (B) Interest calculations and how it is distributed
 - (C) How the securities are safeguarded
 - (D) How often the securities are priced
- (8) Time Deposits, Market Interest Accounts and Checking Accounts. Metro shall maintain necessary allocation needed for daily cash management efficiency.

Any financial institutions that hold funds in excess of FDIC insurance must qualify and meet requirements under ORS chapter 295, Public Funds Collateralization Program. (PFCP).

Time Deposits and savings accounts in insured institutions as defined in ORS Section 706.008, in credit unions as defined in ORS Section 723.006, or in federal credit unions, if the institution or credit union maintains a head office or a branch in this state [ORS Section 294.035(3)(d)].

Summary of Permitted Investments.

Investment Type	Maximum Maturity	Maximum Portfolio Allocation	Maximum Allocation Per Issuer	Minimum Rating
U.S. Treasuries	5.25 years	100%	100%	-
Federal Agencies	5.25 years	100%	40%	-
Time Certificates of Deposit	5.25 years	25%	5%	FDIC insured
Repurchase Agreements	90 days	25%	10%	Collateralized
Bankers Acceptances	180 days	25%	5%	A-1
Corporate notes	5.25 years	35%	5%	AA- A- if OR
Commercial Paper	270 days			A-1 A-2 if OR
OR munis	5.25 years	25%	5% (per issuing entity)	A-
ID, CA, WA munis	5.25 years		5% (per issuing entity)	AA-
OSTF	-	Amount established by ORS 294.810	-	-
Time Deposits Market interest and checking accounts	-	Amount necessary for daily cash mgmt	-	-

7.0 Investment Parameters

(a) Credit Risk. Metro will minimize credit risk, the risk of loss due to the financial failure of the security issuer or backer, by:

- Limiting exposure to poor credits and concentrating the investments in the safest types of securities.
- Pre-qualifying the financial institutions, broker/dealers, and advisors with which Metro will do business.
- Diversifying the investment portfolio so that potential losses on individual securities will be minimized. For securities not backed by the full faith and credit of the federal government, diversification is required in order that potential losses on individual securities would not exceed the income generated from the remainder of the portfolio.
- Actively monitoring the investment portfolio holdings for ratings changes, changing economic/market conditions, etc.

(b) Diversification by Maturity. Only investments which can be held to maturity shall be purchased. Investments shall not be planned or made predicated upon selling the security prior to maturity. This restriction does not prohibit the use of repurchase agreements under ORS 294.135(2). Funds will be invested to coincide with projected cash needs or with the following serial maturity:

(c)

Maturity Constraints	Minimum % of Total Portfolio
Under 90 days	10%
Under 1.5 years	25%
Under 5.25 years	100%
Maturity Constraints	Maximum of Total Portfolio
Weighted Average Maturity	2.5 years
Security Structure Constraint	Maximum % of Total Portfolio
Callable Agency Securities	25%

At all times, Metro will maintain a minimum amount of funds to meet liquidity needs for the next three months, which can be through a combination of cash and investments. The weighted average maturity of Metro's portfolio shall not exceed 2.5 years.

Investments may not exceed five (5.25) years. Investment maturities beyond 18 months may be made when supported by cash flow projections which reasonably demonstrate that liquidity requirements will be met.

- (d) Diversification by Investment. The investment officer will diversify the portfolio to avoid incurring unreasonable risks inherent in over-investing in specific instruments, individual financial institutions, or maturities.
- (e) Collateralization. Deposit-type securities (i.e., Certificates of Deposit) and all bank deposits for any amount exceeding FDIC coverage shall be collateralized through the Public Funds Collateralization Program as required by ORS Chapter 295. ORS Chapter 295 governs the collateralization of Oregon public funds and provides the statutory requirements for the Public Funds Collateralization Program. Bank depositories are required to pledge collateral against any public funds deposits in excess of deposit insurance amounts. ORS 295 sets the specific value of the collateral, as well as the types of collateral that are acceptable.
- (f) Adherence to Investment Diversification. Diversification requirements must be met on the day an investment transaction is executed. If due to unanticipated cash needs, investment maturities or marking the portfolio to market, the investment in any security type, financial issuer or maturity spectrum later exceeds the limitations in the policy, the investment officer is responsible for bringing the investment portfolio back into compliance as soon as is practical.

8.0 Prohibited Investments

- (a) Private Placement or 144A Securities. Private placement or “144A” securities are not allowed. “144A” securities include commercial paper issued under section 4(2)144A (also known as “4(2)A”) of the Securities Act of 1933.
- (b) Mortgage-backed Securities are not allowed.
- (c) Securities Lending. Metro shall not lend securities nor directly participate in a securities lending program.
- (d) Fossil Fuel Companies - Metro shall not invest directly in fossil fuel securities.
- (e) Total Prohibitions. The investment officer may not make a commitment to invest funds or sell securities more than 14 business days prior to the anticipated date of settlement of the purchase or sale transaction and may not agree to invest funds or sell securities for a fee other than interest. Purchase of standby or forward commitments of any sort are specifically prohibited.

9.0 Investment of Proceeds from Debt Issuance

Investments of bond proceeds are restricted under bond covenants that may be more restrictive than the investment parameters included in this policy. The investments will be made in a manner to match cash flow expectations based on managed disbursement schedules.

Funds from bond proceeds and amounts held in a bond payment reserve or proceeds fund may be invested pursuant to ORS 294.052. Investments of bond proceeds are typically not invested for resale and are maturity matched with outflows. Consequently, funds within the scope of ORS 294.052 are not subject to this policy's liquidity risk constraints.

Information will be maintained for arbitrage rebate calculations.

10.0 Investment of Reserve or Capital Improvements

Pursuant to ORS 294.135(1)(b), reserve or capital improvement project monies may be invested in securities exceeding five and a quarter (5.25) years when the funds in question are being accumulated for an anticipated use that will occur more than 18 months after the funds are invested, then, upon the approval of Metro Council, the maturity of the investment or investments made with the funds may occur when the funds are expected to be used.

11.0 Reporting

- (a) Methods. A transaction report shall be prepared by the investment manager not later than one business day after the transaction, unless a trustee, operating under a trust agreement, has executed the transaction. The trustee agreement shall provide for a report of transactions to be submitted by the trustee on a monthly basis.
- (b) Compliance. Quarterly reports shall be prepared for each regular meeting of the IAB to present historical information for the past 12-month period and that allows the IAB to ascertain whether investment activities during the reporting period have conformed to the investment policy. Copies shall be provided to the Chief Operating Officer and the Metro Council. At each quarterly meeting, a report reflecting the status of the portfolio will be submitted for review and comment by at least three (3) members of the IAB. Discussion and comment on the report will be noted in minutes of the meeting. If concurrence is not obtained, notification will be given to the investment officer, including comments by the IAB.
- (c) Performance Standards. The overall performance of Metro's investment program is evaluated quarterly by the IAB using the objectives outlined in this policy. The quarterly report which confirms adherence to this policy shall be provided to the Metro Council as soon as practicable.

The pooled investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. The primary benchmark of the portfolio will be either the ICE Bank of America Merrill Lynch 0-3 Year US Treasury Index or the ICE Bank of America Merrill Lynch 0-5 Year US Treasury Index. The Investment Officer may use other appropriate benchmarks including the Local Government Investment Pool's monthly average yield or a series of appropriate benchmarks consistent with Metro's investment objectives for additional analysis. Metro will use these benchmarks to determine the effectiveness of the investment strategy and return relative to market. The Investment Officer, IAB, and the Investment Advisor will review benchmarks annually for appropriateness and consistency with Metro's investment objectives.

- (d) Accounting Method. Metro shall comply with all required legal provisions and Generally Accepted Accounting Principles (GAAP). The accounting principles are those contained in the pronouncements of authoritative bodies, including, but not necessarily limited to, the American Institute of Certified Public Accountants (AICPA); the Financial Accounting Standards Board (FASB); and the Government Accounting Standards Board (GASB).

12.0 Policy Adoption and Re-adoption

- (a) The investment policy must be reviewed by the IAB and the Oregon Short-Term Fund Board prior to adoption by the Metro Council. Adoption of this policy supersedes any other previous Council action or policy regarding Metro's investment management practices.
- (b) This policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

13.0 List of Documents Used in Conjunction with this Policy

The following documents are used in conjunction with this policy and are available from the investment manager upon request:

- List of Authorized Brokers and Dealers
- List of Primary Dealers
- Calendar of Federal Reserve System Holidays
- Calendar of Local Government Investment Pool Holidays
- Broker/Dealer Request for Information
- Oregon State Treasury's Summary of Liquid Investments Available to Local Governments for Short-Term Fund Investment

- Oregon State Treasury's U.S. Government and Agency Securities for Local Government Investment Under ORS 294.035 and 294.040
- Oregon State Treasury's List of Qualified Depositories for Public Funds
- Attorney General's letter of advice: Certificates of Deposit, ORS 294.035 and ORS Chapter 295
- Oregon Revised Statute Chapter 294 – County and Municipal Financial Administration
- Oregon Revised Statute Chapter 295 – Depositories of Public Funds and Securities
- Government Finance Officers Association Glossary of Cash Management Terms

14.0 Definitions

Accrued Interest means interest earned but which has not yet been paid or received.

Benchmark Notes/Bonds mean Benchmark Notes and Bonds are a series of FNMA “bullet” maturities (non-callable) issued according to a pre-announced calendar. Under its Benchmark Notes/Bonds program, 2, 3, 5, 10 and 30-year maturities are issued each quarter. Each Benchmark Notes new issue has a minimum size of \$4 billion, 30-year new issues having a minimum size of \$1 billion, with re-openings based on investor demand to further enhance liquidity. The amount of non-callable issuance has allowed FNMA to build a yield curve in Benchmark Notes and Bonds in maturities ranging from 2 to 30 years. The liquidity emanating from these large size issues has facilitated favorable financing opportunities through the development of a liquid overnight and term repo market. Issues under the Benchmark program constitute the same credit standing as other FNMA issues; they simply add organization and liquidity to the intermediate- and long-term Agency market.

Book Value means the value at which a debt security is reflected on the holder's records at any point in time. Book value is also called “amortized cost” as it represents the original cost of an investment adjusted for amortization of premium or accretion of discount. Also called “carrying value.” Book value can vary over time as an investment approaches maturity and differs from “market value” in that it is not affected by changes in market interest rates.

Bullet Notes/Bonds mean notes or bonds that have a single maturity date and are non-callable.

Callable Bonds/Notes mean securities which contain an imbedded call option giving the issuer the right to redeem the securities prior to maturity at a predetermined price and time.

Certificate of Deposit Account Registry Service (CDARS) means a private service that breaks up large deposits (from individuals, companies, nonprofits, public funds, etc.) and places them across a network of banks and savings associations around the United States. Allows depositors to deal with a single bank that participates in CDARS but avoid having funds above the FDIC deposit insurance limits in any one bank.

Commercial Paper means a short term unsecured promissory note issued by a company or financial institution. Issued at a discount and matures for par or face value. Usually a maximum maturity of 270 days, and given a short-term debt rating by one or more NRSROs.

Coupon Rate means the annual rate of interest on a debt security, expressed as a percentage of the bond's face value.

Discount Notes mean unsecured general obligations issued by Federal Agencies at a discount. Discount notes mature at par and can range in maturity from overnight to one year.

Federal Agency Security means a security issued by a federal agency or certain federally chartered entities (often referred to as government-sponsored enterprises or GSEs). Agency securities typically are not guaranteed by the federal government, particularly those of GSEs.

Federal Farm Credit Banks Funding Corporation (FFCB) means one of the large Federal Agencies. A Government Sponsored Enterprise (GSE) system that is a network of cooperatively-owned lending institutions that provide credit services to farmers, agricultural cooperatives and rural utilities. The FFCBs act as financial intermediaries that borrow money in the capital markets and use the proceeds to make loans and provide other assistance to farmers and farm-affiliated businesses. Consists of the consolidated operations of the Banks for Cooperatives, Federal Intermediate Credit Banks, and Federal Land Banks. Frequent issuer of discount notes, agency notes and callable agency securities. FFCB debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and agricultural industry.

Federal Home Loan Bank System (FHLB) means one of the large Federal Agencies. A Government Sponsored Enterprise (GSE) system, consisting of wholesale banks (currently twelve district banks) owned by their member banks, which provides correspondent banking services and credit to various financial institutions, financed by the issuance of securities. The principal purpose of the FHLB is to add liquidity to the mortgage markets. Although FHLB does not directly fund mortgages, it provides a stable supply of credit to thrift institutions that make new mortgage loans. FHLB debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes and callable agency securities. Also issues notes under its "global note" and "TAP" programs.

Federal Home Loan Mortgage Corporation (FHLMC or "Freddie Mac") means one of the large Federal Agencies. A government sponsored public corporation (GSE) that provides stability and assistance to the secondary market for home mortgages by purchasing first mortgages financed by the sale of debt and guaranteed mortgage backed securities. FHLMC debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S.

financial system and housing market. Frequent issuer of discount notes, agency notes, callable agency securities and MBS. Also issues notes under its “reference note” program.

Federal National Mortgage Association (FNMA or "Fannie Mae") means one of the large Federal Agencies. A government sponsored public corporation (GSE) that provides liquidity to the residential mortgage market by purchasing mortgage loans from lenders, financed by the issuance of debt securities and MBS (pools of mortgages packaged together as a security). FNMA debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes, callable agency securities and MBS. Also issues notes under its “benchmark note” program.

Federal Reserve Bank means one of the 12 distinct banks of the Federal Reserve System.

Global Notes means notes designed to qualify for immediate trading in both the domestic U.S. capital market and in foreign markets around the globe. Usually large issues that are sold to investors worldwide and therefore have excellent liquidity. Despite their global sales, global notes sold in the U.S. are typically denominated in U.S. dollars.

Government National Mortgage Association (GNMA or "Ginnie Mae") mean one of the large Federal Agencies. Government-owned Federal Agency that acquires, packages, and resells mortgages and mortgage purchase commitments in the form of mortgage-backed securities. Largest issuer of mortgage pass-through securities. GNMA debt is guaranteed by the full faith and credit of the U.S. government (one of the few agencies that is actually full faith and credit of the U.S.).

Government Sponsored Enterprise (GSE) means a privately owned entity subject to federal regulation and supervision, created by the U.S. Congress to reduce the cost of capital for certain borrowing sectors of the economy such as students, farmers, and homeowners. GSEs carry the implicit backing of the U.S. Government, but they are not direct obligations of the U.S. Government. For this reason, these securities will offer a yield premium over Treasuries. Examples of GSEs include: FHLB, FHLMC, and FNMA.

Market Value means the fair market value of a security or commodity. The price at which a willing buyer and seller would pay for a security.

Mortgage Backed Security (MBS) means a type of asset-backed security that is secured by a mortgage or collection of mortgages. These securities must also be grouped in one of the top two ratings as determined by an accredited credit rating agency, and usually pay periodic payments that are similar to coupon payments. Furthermore, the mortgage must have originated from a regulated and authorized financial institution.

Nationally Recognized Statistical Rating Organization (NRSRO) means a designated rating organization that the SEC has deemed a strong national presence in the U.S. NRSROs provide credit ratings on corporate and bank debt issues. Only ratings of a NRSRO may be used for the regulatory purposes of rating. Includes Moody's, Standard and Poor's, Fitch and Duff & Phelps.

Par Value means face value, stated value or maturity value of a security.

Primary Dealer means any of a group of designated government securities dealers designated by to the Federal Reserve Bank of New York. Primary dealers can buy and sell government securities directly with the Fed. Primary dealers also submit daily reports of market activity and security positions held to the Fed and are subject to its informal oversight. Primary dealers are considered the largest players in the U.S. Treasury securities market.

Primary Market means the market for new issues of securities, as distinguished from the Secondary Market, where previously issued securities are bought and sold. A market is primary if the proceeds of sales go to the issuer of the securities sold. The term also applies to government securities auctions.

Secondary Market means markets for the purchase and sale of any previously issued financial instrument.

TAP program. Launched in 6/99 as a refinement to the FHLB bullet bond auction process. In a break from the FHLB's traditional practice of bringing numerous small issues to market with similar maturities, the TAP Issue Program uses the four most common maturities and reopens them up regularly through a competitive auction. These maturities (2,3,5 and 10 year) will remain open for the calendar quarter, after which they will be closed and a new series of TAP issues will be opened to replace them. This reduces the number of separate bullet bonds issued, but generates enhanced awareness and liquidity in the marketplace through increased issue size and secondary market volume.

Tennessee Valley Authority (TVA) means a federally owned corporation in the United States created by congressional charter in May 1933 to provide navigation, flood control, electricity generation, fertilizer manufacturing, and economic development in the Tennessee Valley, a region particularly impacted by the Great Depression. The enterprise was a result of the efforts of Senator George W. Norris of Nebraska. TVA was envisioned not only as a provider, but also as a regional economic development agency that would use federal experts and electricity to rapidly modernize the region's economy and society.

Treasury Bills (T-Bills) mean short-term direct obligations of the United States Government issued with an original term of one year or less. Treasury bills are sold at a discount from face value and do not pay interest before maturity. The difference between the purchase price of the bill and the maturity value is the interest earned on the bill. Currently, the U.S. Treasury issues 4-week, 13-week and 26-week T-Bills

Treasury Bonds mean long-term interest-bearing debt securities backed by the U.S. Government and issued with maturities of ten years and longer by the U.S. Department of the Treasury.

Treasury Notes mean intermediate interest-bearing debt securities backed by the U.S. Government and issued with maturities ranging from one to ten years by the U.S. Department of the Treasury. The Treasury currently issues 2-year, 3-year, 5-year, 7-year and 10-year Treasury Notes.

U.S. Government Backed Securities mean FDIC-guaranteed corporate debt issued under the Temporary Liquidity Guarantee Program (TLGP) and backed by the full faith and credit of the United States Government with a maximum final maturity of five years.

Yield to Maturity (YTM) at Cost means the percentage rate of return paid if the security is held to its maturity date at the original time of purchase. The calculation is based on the coupon rate, length of time to maturity, and original price. It assumes that coupon interest paid over the life of the security is reinvested at the same rate. The Yield at Cost on a security remains the same while held as an investment.

IN CONSIDERATION OF RESOLUTION NO. 25-5487, FOR THE PURPOSE OF
ADOPTING THE METRO INVESTMENT POLICY FOR FISCAL YEAR 2024-25

Date: 4/15/2025
Department: Finance and Regulatory
Services
Meeting Date: 5/8/2025

Prepared by: Brian Kennedy, 503-797-
1913
Presenter(s) (if applicable): Brian
Kennedy (he/him), Chief Financial
Officer
Length: 15 minutes

ISSUE STATEMENT

Oregon Revised Statute 294 requires the Metro Council annually review and re-adopt the Investment Policy.

ACTION REQUESTED

The Metro Council reviews and adopts the Investment Policy by approving Resolution No. 25-5487.

IDENTIFIED POLICY OUTCOMES

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment return targets are secondary.

POLICY QUESTION(S)

Does Metro Council wish to re-adopt the Investment Policy?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Metro Council could review and re-adopt the Investment Policy as presented.

Metro Council could recommend modifications to the Investment Policy. Any changes to the policy in its current form would then be reviewed by both Metro's Investment Advisory Board and the Oregon Short-Term Fund Board prior to being presented to council as an ordinance.

STAFF RECOMMENDATIONS

Staff recommends the review and re-adoption of the Investment Policy by approving Resolution 25-5487.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The Investment Policy provides a framework for staff to invest all cash-related assets held by Metro. The primary focus is to ensure the safety of capital and availability of funds to meet the payment requirements of the agency. Through prudent investment of assets,

Finance and Regulatory Services can meet this primary focus, while generating additional resources for programmatic use.

The Metro Council appointed a five-member citizen group, the Investment Advisory Board (IAB), to act in an advisory capacity for investment strategies and banking relationships, examine the legality and probity of investment activities, and establish written procedures for investment operations. The IAB previously recommended Metro Council review and re-adopt the Investment Policy in its current form.

ORS 294 restricts the types and maturities of investments made by local governments. However, it provides additional flexibility when a written investment policy is adopted. ORS 294.135 restricts investment maturities to 18 months, but longer maturities are allowed for Metro due to our adopted policy and are contingent on annual review and re-adoption by Metro Council. Also prescribed by ORS 294.135, Metro's investment policy must be reviewed by the Oregon Short-Term Fund Board; the policy has previously been approved in its current form.

The proposed Investment Policy does not include any changes.

BACKGROUND

The Metro Council last re-adopted the investment policy in May 2024.



Metro

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

Agenda #: 6.1

File #: 25-6266

Agenda Date: 5/8/2025

Council Discussion of FY 2025-26 Approved Budget

Marissa Madrigal, Chief Operating Officer

Brian Kennedy, Chief Financial Officer

COUNCIL DISCUSSION OF FY 2025-26 APPROVED BUDGET AND PUBLIC HEARING

Date: April 21, 2025

Prepared by:
Amanda Akers, Budget Manager
Cinnamon Williams, Financial Planning Director

Department: Office of the Chief Operating Officer

Presented by:
Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Chief Financial Officer

Meeting date: May 8, 2025

Length: 60 minutes

ISSUE STATEMENT

This meeting provides an opportunity for Council to discuss the FY 2025-26 Approved Budget in the context of the Council priorities, strategic framework, racial equity outcomes and climate action goals.

This is a Public Hearing and public testimony will be taken by interested members of the public and agency stakeholders. Information shared at this meeting will help to guide the development of the FY 2025-26 Adopted Budget. The vote to adopt the budget is currently scheduled for June 12, 2025.

ACTIONS REQUESTED

- Council discussion and feedback on the FY 2025-26 Approved Budget.
- Council consideration of public testimony.

IDENTIFIED POLICY OUTCOMES

Development of the FY 2025-26 Adopted Budget that aligns with Council priorities.

POLICY QUESTIONS

Specific factors for Council consideration *may* include:

- Does the Council require any further explanation, or can any actions be taken, to enhance the Council's understanding of the Approved Budget?
- After robust Council discussion and thoughtful consideration of public testimony, does the Council intend to amend the Approved Budget?
 - If applicable, are Council amendments to the Approved Budget within the 10% appropriation increase limit by fund?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Each department's budget has individual items that should achieve outcomes specifically addressed by Council through the strategic framework. Council can support the budget in whole or in part, and modify individual items or larger program requests.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council consider all public testimony and extensively discuss the FY 2025-26 Approved Budget, to ensure that the Adopted Budget aligns with Council priorities.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Each department's FY 2025-26 base budget was developed following the Chief Financial Officer's budget instructions released in early December 2024. The base budgets allow departments to continue existing programs and projects as adjusted for various factors such as inflation, COLAs, etc.

New programs, projects, additional appropriations, and FTE are requested through the department's budget modification request process. These requests were reviewed and analyzed by the Chief Operating Officer, Deputy Chief Operating Officers, Chief Financial Officer, and General Manager of Visitor Venues. Approved requests were built into the Proposed Budget, released on April 4, 2025, and presented by the Chief Operating Officer, in their capacity as the Budget Officer, on April 10, 2025, with their budget message.

The Council, acting as Budget Committee, deliberated on the Proposed Budget, provided opportunity for public testimony, and voted to approve the budget on May 1, 2025.

Legal Antecedent

The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. The Chief Operating Officer, acting in their capacity as the designated Budget Officer, is required to present a balanced budget to Council, acting in their capacity as Metro's Budget Committee.

BACKGROUND

The Budget Officer presented the Metro Council, acting in their capacity as the Budget Committee, the FY 2025-26 Proposed Budget to fully deliberate and to provide guidance in the development of the FY 2025-26 Approved Budget. The Council will hold robust discussions, with multiple opportunities for public input, to develop the FY 2025-26 Adopted Budget that aligns with their priorities.

Materials following this page were distributed at the meeting.



Metro

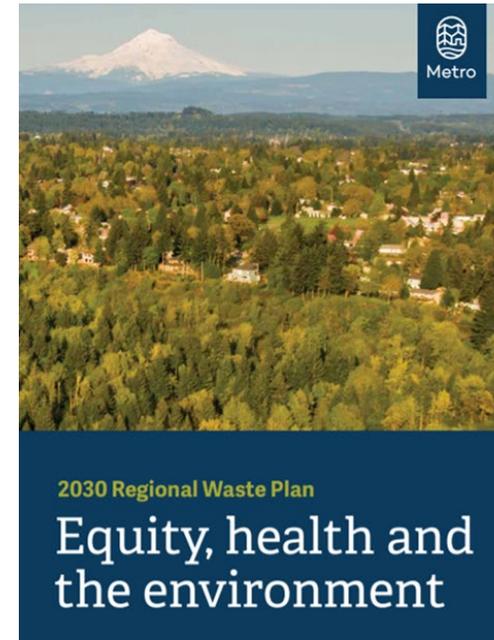
Waste Prevention and Environmental Services FY25-26 Proposed Budget Engagement and Updated Proposed Fees

May 8, 2025



What we did: Regional Waste Advisory Committee

- Input on the proposed budget and fees
- Discussions held February through April
- Developed advisory report with committee input on budget and fees



Key areas of input

- Alignment with regional investment priorities and system outcomes
- Suggested areas of adjustments
- Areas of concern and potential misalignment

What we heard: RWAC

Strong alignment with regional outcomes including:

- Provision of essential services
- System facilities plan phasing and investments
- Reuse and waste prevention investments
- Future consideration of a fee model that balances affordability with long-term investment



What we heard: RWAC

Areas of adjustment:

- Consider phasing in staffing for System Facilities Plan
- Interest in exploring cost management opportunities including scaled-back programs and services
- Improve fee structure clarity including more transparent communication about how fee increases are calculated



What we heard: RWAC

Areas of concern or potential misalignment:

- Concern about geographic access to services and how fees are distributed
- Concern about the solid waste fee increase
- Questions about how tonnage declines will affect long-term revenue
- Concern on potential decreased investment in reuse





Budget Forum



What we did: Budget Forum

- Hosted a virtual budget forum to discuss the proposed FY 2025-26 budget and solid waste fees
- The forum created space for key partners to ask questions and provide input on departmental priorities and investments
- Elected officials from all 24 cities and 3 counties were invited along with industry and community partners



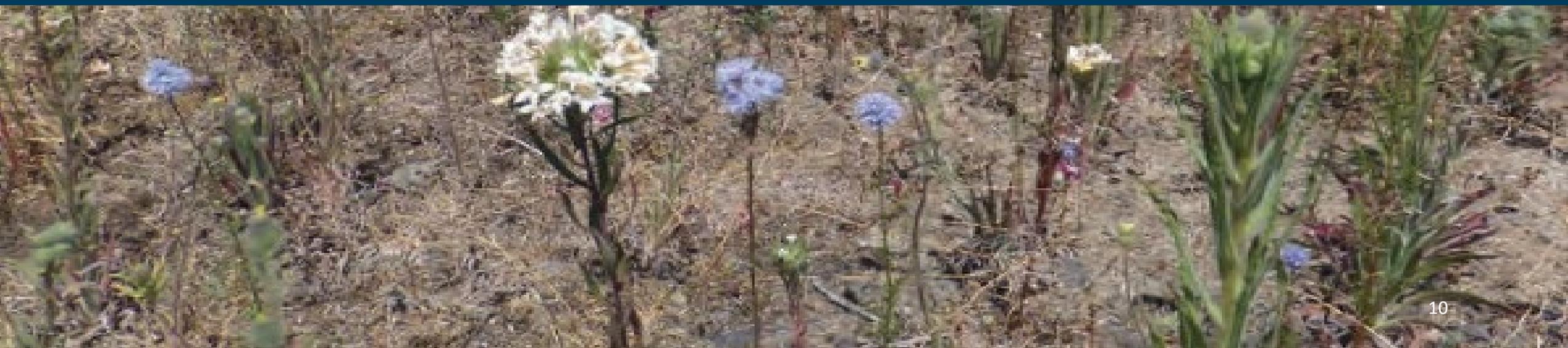
What we heard: Budget Forum

- Need for greater clarity on budget components
- Questions on staffing levels and alternatives
- Long-term system planning
- Encouragement of broader engagement with local governments





Proposed Fees- Updated



Proposed Fee Updates

- First year regional system fee and solid waste fee were modeled separately
- Fee models reviewed by independent third-party consultant since draft fees presented to Council last month
- Proposed fees have been updated to reflect model refinements to achieve a more consistent year-over-year methodology, after consultant review



Regional System Fee

	Proposed FY26	% Change	FY25 Current Rate Difference
Proposed	\$33.62	5.97%	\$1.90/ton
UPDATED Proposed	\$32.60	2.78%	\$0.88/ton

Assumptions:

- Includes all Budget Modifications
- Commit to 10% budget underspend

Considerations

- The 10 percent underspend directs staff to identify operational efficiencies throughout the year and provides flexibility for a more intentional approach to identify savings
- Efforts are underway to evaluate existing programs
- Currently reviewing organizational structure in response to audit recommendations and evolving department needs



Solid Waste Fee

	Proposed FY26	% Change	FY25 Rate Difference
Proposed	\$115.86	11.01%	\$11.49/ton
UPDATED Proposed	\$112.19	7.49%	\$7.82/ton

Assumptions:

- Follows financial policy to charge cost of service
- Maintains minimum 45-day operating reserve

Considerations

- WPES will conduct additional assessments to evaluate service levels and operations for potential cost savings
- Competitive pricing and service quality are maintained by soliciting bids for contracts at our transfer stations
- The department prioritizes jobs with living wages and benefits



FY 2025-26 Fee Summary



	Current FY25	UPDATED Proposed FY26	% Change
Staffed scale house	\$27.00	\$28.00	3.70%
Automated scale house	\$7.25	\$7.85	8.28%
Minimum load charge	\$45.00	\$47.00	4.44%
Solid waste fee	\$104.37	\$112.19	7.49%
Regional System fee	\$31.72	\$32.60	2.78%



Metro

Thank you.





Help plan connections
for easier, more
accessible transit in the
region



Construction Notice

NW Johnson ST & NW Kearney ST: NW 9th Ave to NW Broadway LID Project

Within the next three (3) to ten (10) days, Landis & Landis Construction will start public construction near your property in conjunction with the City of Portland Bureau of Transportation. A map of our work area is shown on the other side of this notice

Work Hours:

Standard City of Portland construction hours are 7 a.m. to 6 p.m. Monday through Friday. There may be work during the same hours on Saturday if needed.

What to expect during construction and location:

- Most of the work will occur on the fenced-in former USPS site. However, nearby streets will have truck traffic, and at times, construction equipment will use these streets. (NW 9th, NW Johnson, NW Hoyt, NW Irving, NW Kearney, NW Broadway, NW Lovejoy)
- Construction creates noise, vibration, and dust, disrupting regular neighborhood activity.
- Local access to all properties will be maintained, but construction activities may impact everyday use of your driveway or entrance to your business and street parking.
- You should expect traffic delays in and near the work area. Please observe traffic control signs and follow the flaggers' directions.
- On-street parking may sometimes be restricted in and near the work zones to create a safe work environment and to stage equipment and materials.
- There may be periods of inactivity between construction phases due to various factors, including weather, subcontractor schedules, and availability of materials.
- Please contact Myke Landis or Jeff Radich at mlandis@llconstruction.com or jradich@llconstruction.com if you have business operations, disability issues, or medical or business deliveries.
- A city inspector will be on-site during work hours and may be able to assist you with an immediate need during construction.
- Sewer, water, and other utilities will remain in service during construction.

Contractor Contact: Myke Landis 503-466-9043 – mlandis@llconstruction.com

Contractor 24-hour contact: 503-466-9043 Operator on Call

