



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, June 5, 2025

11:00 AM

<https://zoom.us/j/615079992> (Webinar ID:
615079992) or 253-205-0468 (toll free),
www.youtube.com/live/L4Jbp4KTSsk

This meeting will be held virtually.

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1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the agenda item on which you wish to testify; or (b) registering by email by sending your name and the agenda item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those 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. 25-5493 For the Purpose of Adding of [RES 25-5493](#)
Canceling Two Projects to the 2024-27 MTIP to Meet
Federal Project Delivery Requirements

Attachments: [Resolution No. 25-5493](#)
[Exhibit A to Resolution No. 25-5493](#)
[Staff Report](#)
[Attachment 1 - Resolution No. 24-5414 Redistribution Funding](#)

- 3.2 Consideration of the May 15, 2025 Council Meeting [25-6287](#)
Minutes

Attachments: [May 15, 2025 Council Meeting Minutes](#)

3.3 Consideration of the May 22, 2025 Council Meeting Minutes [25-6288](#)

Attachments: [May 22, 2025 Council Meeting Minutes](#)

4. Other Business

4.1 Consideration of Councilor Amendments and Notes for the Fiscal Year 2025-26 Budget [25-6289](#)

Presenter(s): Marissa Madrigal, Chief Operating Officer
Brian Kennedy, Chief Financial Officer

Attachments: [Staff Report](#)
[Attachment 1 - Summary of Proposed Budget Amendments](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

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Metro

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

Agenda #: 3.1

File #: RES 25-5493

Agenda Date: 6/5/2025

Resolution No. 25-5493 For the Purpose of Adding of Canceling Two Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

BEFORE THE METRO COUNCIL

**FOR THE PURPOSE OF ADDING OR
CANCELING TWO PROJECTS TO THE
2024-27 MTIP TO MEET FEDERAL
PROJECT DELIVERY REQUIREMENTS**

) RESOLUTION NO. 25-5493
)
) Introduced by: Chief Operating
) Officer Marissa Madrigal in
) concurrence with Council President
) Lynn Peterson

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

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

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

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

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, Metro's prior approval of Resolution 24-5414 includes dedicating \$3 million of the \$13.6 million Redistribution funds for the 2028-30 Regional Flexible Funds Allocation Step 2 project awards to support project development and required scoping actions; and

WHEREAS, a prior federal fund exchange between SMART and TriMet resulted in invalidating SMART's FTA 5310 project funding in Key 22196 which now requires the project to be canceled from the MTIP and STIP; and

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

WHEREAS, on May 2, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on May 15, 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 or cancel the two 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 ____ day of _____ 2025.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A
May 2025, Formal/Full MTIP Amendment Summary
Formal Amendment #: MY25-10-MAY

The May 2025 MTIP Formal Amendment contains two projects. One is Metro's new 2028-30 Regional Flexible Funds Allocation (RFFA) post award project development/scoping assistance project. The second is an older SMART FTA 5310 project that is being canceled from the MTIP. A summary of the projects is shown below:

Key TBD (New Project) - 2028-30 RFFA Step 2 Awarded Project Development Scoping (Metro): This new project has prior Metro approved funding (\$3 million Surface Transportation Block Grant (STBG) plus match) from approved Resolution 24-5414. The funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions to meet ODOT's Technical Scoping Sheet (TSS) requirements.

Key 23015 (Existing Project) - SMART Senior and Disabled Program (2024): During the development of the 2024-27 MTIP and STIP, SMART and TriMet complete a fund exchange of FTA 5307 and 5310 funds. Updates were made in the 2024-27 MTIP and STIP for the impacted projects except for Key 23015. As a result of the fund exchange, Key 23015 is an invalid project and does not have any approved FTA 5310 funds. The project slipped through the initial transition amendment. During the mid-year project review, ODOT and Metro identified the error. The project is being canceled to complete the prior fund exchange transaction.

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

2024-2027 Metropolitan Transportation Improvement Program

Exhibit A to Resolution 25-5493

May 2025 Formal Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: MY25-10-MAY

Total Number of Projects: 2

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
Category: Adding New Projects to the 2024-2027 MTIP:				
(#1) ODOT Key # New MTIP ID TBD <i>New Project</i>	Metro	2028-30 RFFA Step 2 Awarded Project Development Scoping	The approved funding will provide technical assistance to awarded Metro 2028-30 RFFA Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new project development/scoping project to the MTIP. Metro has already approved the STBG funding for the project as part of Resolution 24-5414. The STBG funding originates from the \$13.6 million Redistribution bonus Metro was allocated

Category: Amending Existing Projects in the 2024-2027 MTIP:				
(#3) ODOT Key # 22196 MTIP ID 71136	SMART	SMART Senior and Disabled Program (2024)	Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and STIP. SMART and TriMet completed a fund exchange during the development of the 2024-27 MTIP. The project should have been canceled as part of the Transition amendment. The corrective action is now occurring.

Proposed Amendment Review and Approval Steps	
May 2025 (MY25-10-MAY) Formal Amendment estimated processing and approval timing	
Date	Action
Tuesday, April 29, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is April 29, 2025, to May 28, 2025.)
Friday, May 2, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and seeking an approval recommendation to JPACT
Thursday, May 15 2025	JPACT Meeting – Amendment approval consideration.
Thursday, June 5, 2025	Metro Council Meeting – Final Metro amendment approval request.
Early July, 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 new (project development)
 planning project

Project #1

Project Details Summary							
ODOT Key #	New - TBD	RFFA ID:	N/A	RTP ID:	11103	RTP Approval Date:	11/30/2023
MTIP ID:	TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		MA25-10-MAY		STIP Amendment ID:		TBD	

Summary of Amendment Changes Occurring:
 The formal amendment adds the new metro approved planning project to support awarded RFFA Step 2 projects complete required project development/scoping activities.

Project Name:	2028-30 RFFA Step 2 Awarded Project Development Scoping						
Lead Agency:	Metro	Applicant:	Metro	Administrator:	ODOT		
Certified Agency Delivery:	Yes	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No		

Short Description:
 Provide technical assistance to awarded Metro 2028-30 Regional Flexible Funds Allocation (RFFA) Step 2 projects to complete project development scoping actions supporting ODOT's Technical Scoping Sheet (TSS) requirements, (e.g. descriptions, limits, costs estimates, and delivery timing), enabling the project IGAs to be properly developed ensuring Preliminary Engineering is not delayed.

MTIP Detailed Description (Internal Metro use only):
 Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time. Applies only to full new RFFA 2028--30 RFFA Step 2 awarded projects that will begin Preliminary Engineering during or around FFY 2028. (Approval reference is Resolution 24-5414).

STIP Description:
 TBD

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Planning ODOT Work Type:	Planning - Other TBD						Planning		
Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG	Y230	2026	\$ 3,000,000						\$ 3,000,000
									\$ -
Federal Totals:			\$ 3,000,000		\$ -	\$ -		\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2026	\$ 343,363						\$ 343,363
									\$ -
Local Totals:			\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Total Estimated Project Cost									\$ 3,343,363
Total Cost in Year of Expenditure:									\$ 3,343,363

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 343,363	\$ -	\$ -	\$ -		\$ -	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Programming Summary Totals

Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,363
Total	\$ 3,343,363	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,343,363

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%	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%	0.0%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Phase Programming Percentage

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

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							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:	12/31/2028
Completion Date Notes:		Based on the assumption PE will start during FFY 2028.					
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?	
2. Does the amendment include changes or updates to the project funding? Yes.	
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via the May 10, 2024 CDS awards guidance memo.	
4. Level of funding approval? Oregon Legislature 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	
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2026	Years Active	0	Project Status	0	No activity.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	Non-capacity enhancing project
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes. The project is exempt per 40 CFR 93.126, Table 2
Exemption Reference:	Other - Planning and Technical Studies
Was an air analysis required as part of RTP inclusion?	No. Not Applicable
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not applicable. The project is not capacity enhancing
RTP Constrained Project ID and Name:	RTP ID - 11103: Regional MPO Activities for 2023-2030
RTP Project Description:	Transportation planning, programming, monitoring and federal reporting that Metro must conduct in order to remain certified as an metropolitan planning organization (MPO) by the federal government for the region and be eligible to receive federal transportation funding dollars.

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. While a planning project, it is considered outside of the standard UPWP Primary Agreement list of approved projects. The project functions as stand-alone project develop type project.
3a. If yes, is an amendment required to the UPWP?	No.
3b. Can the project MTIP amendment proceed before the UPWP amendment?	Yes.
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)?	Metro led, stand-alone project.
4. Applicable RTP Goals:	Not Applicable. Generally, the project develop scoping work supports Metro goals and strategies based on the new awarded RFFA Step 2 projects and their classification against the RTP goals and strategies.
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 29, 2025 to Wednesday, May 28, 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.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

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

Added notes:

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.



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

MTIP Formal Amendment
CANCEL PROJECT
 Cancel Project from MTIP

Project #2 **CANCEL PROJECT**

Project Details Summary							
ODOT Key #	22196	RFFA ID:	N/A	RTP ID:	12097	RTP Approval Date:	11/30/2023
MTIP ID:	71136	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	N/A now
MTIP Amendment ID:		MY25-10-MAY		STIP Amendment ID:		24-27-2540	

Summary of Amendment Changes Occurring:
 The formal amendment cancels the project from the 2024-27 MTIP. SMART completed a fund exchange with TriMet during the development of the 2024-27 MTIP. The 5310 funds were exchanged with TriMet for other FTA funds. As a result, Key 22196 is not a valid project for SMART. The project should have been canceled as part of the Transition amendment, but was missed. Through this amendment, the correction is being completed to the MTIP and STIP.

Project Name:	SMART Senior and Disabled Program (2024)						
Lead Agency:	SMART	Applicant:	SMART	Administrator:	FTA		
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	Yes		

Short Description:
 Provides overall ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville.

MTIP Detailed Description (Internal Metro use only):
 FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville

STIP Description:
 Services and facility improvements for elderly and disabled customers.

Project Classification Details									
Project Type	Category		Features				System Investment Type		
Transit	Transit Vehicles		Capital - Vehicle Operations				Transit		
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		-				26,000	\$ -
									\$ -
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		-				6,500	\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -		\$ 6,500	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	32,500	32,500
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?	N/A	The project is not short programmed. The project is being canceled from the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (32,500)	\$ (32,500)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
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%	0.0%	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%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						N/A	Aid ID
Federal Funds Obligated:						↓	TrAMS ID
EA Number:					FHWA or FTA		
Initial Obligation Date:					FTA		
EA End Date:					FMIS or TRAMS		
Known Expenditures:					TrAMS		
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Not now	If yes, expected FTA conversion code:			Not Applicable	

Fiscal Constraint Consistency Review
1. What is the source of funding? Originally FTA formula 5310 appropriation under the UZA formula
2. Does the amendment include changes or updates to the project funding? Yes. The funding has been exchanged with TriMet leading to a null project.
3. Was proof-of-funding documentation provided to verify the funding change? Yes, via SMART confirmation.
4. Level of funding approval? Lead agency 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	
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	1, NEW	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	1	Last Amendment	Formal	Date of Last Amendment	September 2023	Last MTIP Amend Num	SP23-01-SEP
Last Amendment Action	DECREASE FUNDING: Based on the updated UZA apportionment and the fund trade with TriMet, the FFY 2023 5310 funding for this project is being decreased.						

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:	RTP ID - 12097: SMART Service, Operations and Maintenance: 2023-2030
RTP Project Description:	Operations of transit services, such as drivers, security, facilities and rolling stock maintenance.

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:	Not applicable now
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 29 , 2025 to Wednesday, May 28, 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 funds from FTA 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

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	80.00%	0.00	0.00%	0.00	20.00%	0.00
OT Totals			0.00%	0.00		0.00		0.00		0.00
Grand Totals				0.00		0.00		0.00		0.00

Modeling Network , NHS, and Performance Measure Designations

National Highway System and Functional Classification Designations

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

Anticipated Required Performance Measurements Monitoring

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

Added notes:



Memo

Date: May 15, 2025
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: May 2025 MTIP Formal Amendment & Resolution 25-5493 Approval Request – MY25-10-MAY

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

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

BACKGROUND

What This Is - Amendment Summary:

The May 2025 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment contains two projects. One is a new Metro project development/scoping project that will support the 2028-30 Regional Flexible Funds Allocation (RFFA) awarded projects complete required project development/scoping actions to ensure the ODOT Technical Scoping Sheet is Properly completed. As a new project an ODOT key number has not been assigned to the project presently. The second project involves a SMART FTA 5310 funded project (Key 22196) which requires cancelation from the MTIP and STIP. SMART and TriMet completed a fund exchange during development of the 2024-27 MTIP. The fund exchange invalidated Key 22196's funding. The project now needs to be removed from the MTIP and STIP as a result.

What is the requested action?

JPACT approved Resolution 25-5493 on May 15,2025, and now recommends Metro Council provide the final approval to Resolution 25-5493 allowing all required MTIP programming actions to be completed.

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

TPAC May 2, 2025, Meeting Summary: TPAC met on May 2, 2025, and received their official notification and overview of the MTIP formal amendment under Resolution 25-5493 and TPAC unanimously provided their approval recommendation to JPACT.

JPACT May 15, 2025, meeting Summary: The MTIP amendment was included on the Consent Calendar and was approved without discussion.

Project Number 1	Key Number: New TBD	Status: Add New Project
Project Name:	2028-30 RFFA Step 2 Awarded Project Development Scoping	
Lead Agency:	Metro	
Description:	Provide technical assistance to Metro 2028-30 RFFA Step 2 awarded agency projects to complete various project scoping actions such further project scope activity definitions, clearly defined project limits, development of accurate cost estimates, and appropriate delivery schedule timing ensuring the proper completion of the TSS occurs enabling IGAs/SPAs to be developed without delays and to help ensure PE can start on time	
Funding Summary:	\$3 million of prior approved Metro allocated federal Surface Transportation Block Grant (STBG) has been committed to the project. The funding originates from the \$13.6 million of FFY 2025 Redistribution Funds allocated to Metro. \$3 million of STBG was reserved for the RFFA post award scoping activity. With required 10.27% match, the project programming totals \$3,343,363.	
Amendment Action:	The formal amendment adds the new RFFA Step 2 post award technical support project to the MTIP and STIP.	
Added Notes:	<p>Per approved Resolution 24-5414, the purpose of the funding will provide:</p> <p>“Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.”</p> <p>One attachment is included with the staff report related to this project:</p> <ul style="list-style-type: none"> • Attachment 1: Metro Approved Resolution 24-5414 	

Project Number: 2	Key Number: 22196	Status: Existing Project
Project Name:	SMART Senior and Disabled Program (2024)	
Lead Agency:	SMART	
Description:	FTA formula Section program funds supporting ADA & paratransit services to improve Enhanced Mobility of Seniors and Individuals with Disabilities with a focus on travel training for seniors and people with disabilities in Wilsonville	
Funding Summary:	The project contains \$26,000 of FTA 5310 federal funds plus match. The current programming totals \$32,500.	
Amendment Action:	The formal amendment cancels K22196 from the MTIP and STIP	

Added Notes:	SMART and TriMet complete a FTA 5307 and 5310 fund swap during the development of the 2024-27 MTIP and STIP. As a result of the fund exchange, Key 22196 was an invalid project and should have been canceled as part of the Transition amendment. However, it missed. Metro and ODOT are correcting this error.
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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 May 2025 Formal MTIP amendment (MY25-10-MAY) 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.....	April 25, 2025
• Initiate the required public notification/comment process.....	April 29, 2025
• TPAC approval recommendation to JPACT.....	May 2, 2025
• JPACT approval and recommendation to Council.....	May 15, 2025
• Completion of public notification/comment process.....	May 28, 2025
• Metro Council approval.....	June 5, 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.....	June 11, 2025
• USDOT clarification and final amendment approval.....	Early to mid-July 2025

Note: 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.

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 or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet required federal delivery requirements.
4. **Metro Budget Impacts:**
 - a. The Metro budget will now reflect the prior approved programming commitment of \$3 million dollars of federal STBG-U to support the RFFA Step 2 project awards project development and scoping actions.

- b. Metro prior approval for the \$3 million STBG federal funds has occurred as part of approved Resolution 24-5414. This was part of the total \$13.6 million Redistribution funding bonus allocation from ODOT to Metro.
- c. There is no budget impact to Metro from the cancelation of Key 22196. The federal funds are FTA formula-based funds appropriated to TriMet and SMART.

RECOMMENDED ACTION:

JPACT approved Resolution 25-5493 on May 15, 2025, and now recommends Metro Council provide the final approval to Resolution 25-5493 allowing all required MTIP programming actions to be completed.

ATTACHMENTS:

1. Resolution No. 24-5414 Redistribution Funding

BEFORE THE METRO
COUNCIL

FOR THE PURPOSE OF DIRECTNG THE)	RESOLUTION NO. 24-5414
ALLOCATION OF \$13.6 MILLION OF)	
FEDERAL TRANSPORTATION)	Introduced by Chief Operating Officer
REDISTRIBUTION FUNDS TO PROJECTS AND)	Marissa Madrigal in concurrence with
PROGRAMS)	Council President Lynn Peterson
)	

WHEREAS, Metro is the regional government responsible for regional land use and transportation planning under state law and the federally-designated metropolitan planning organization (MPO) for the Portland metropolitan area; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are authorized per Code of Federal Regulations Title 23, Section 450.324 to allocate certain federal surface transportation funding to projects and programs in the metropolitan region; and

WHEREAS, the Oregon Department of Transportation (ODOT) on occasion applies for and receives federal redistribution funds; and

WHEREAS, ODOT makes available a portion of the redistribution funds ODOT receives to MPOs that have met performance targets for contractually obligating the federal surface transportation funds the MPOs allocate; and

WHEREAS, Metro has successfully met its recent obligation targets and has received federal redistribution funds from ODOT; and

WHEREAS, the amount of funds received are more than previously forecasted to be received and are immediately available; and

WHEREAS, the federal redistribution funds allocated by JPACT and the Metro Council will be programmed in the Metropolitan Transportation Improvement Program (MTIP) or the Unified Planning Work Program (UPWP); and

WHEREAS, TPAC recommended direction for the allocation of federal redistribution funds as described in Exhibit A to Resolution 24-5414 to JPACT for approval, and JPACT, in their June 20, 2024 meeting approved TPAC’s recommendation; now therefore,

BE IT RESOLVED that the Metro Council adopt the direction for the allocation of federal redistribution funds as described in Exhibit A.

ADOPTED by the Metro Council this 11th day of July 2024.



Duncan Hwang, Deputy Council President

Approved as to Form:



Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 214-5414, FOR THE PURPOSE OF DIRECTING THE ALLOCATION OF \$13.6 MILLION OF FEDERAL TRANSPORTATION REDISTRIBUTION FUNDS TO PROJECTS AND PROGRAMS

Date: June 21, 2024

Department: Planning, Development, and Research

Meeting Date: July 11, 2024

Prepared by: Ted Leybold,
Ted.Leybold@oregonmetro.gov

Presenter(s): Ted Leybold,
Length: 20 minutes

ISSUE STATEMENT

As a reward for meeting our Metropolitan Planning Organization (MPO) transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

This resolution directs the allocation of these funds to transportation projects and program activities.

ACTION REQUESTED

Adopt Resolution No. 24-5414.

IDENTIFIED POLICY OUTCOMES

The region's policy for priority of investments in the transportation system is identified in the Metro Council adopted Regional Transportation Plan. Resolution No. 24-5414 directs the investment of federal redistribution funds in the region's transportation system in a manner to advance the five RTP goal areas: Equitable Transportation, Safe System, Climate Action and Resilience, Mobility Options, and Thriving Economy.

POLICY QUESTION(S)

This direction on the allocation of federal redistribution funds is an opportunity to advance the region's priority transportation investment goals as identified above, and to ensure the region remains eligible to receive future federal redistribution funds through investments that help the region continue to meet targets for obligating existing federal transportation funds on schedule.

POLICY OPTIONS FOR COUNCIL TO CONSIDER

At the May 7, 2024, Metro Council work session, Council received an update on the regional discussion occurring with TPAC and JPACT on direction for the allocation of federal redistribution funds.

In that work session, Metro staff briefed Council on the proposed options and received general feedback in support to move forward with the allocation direction of:

- advance the region's priority goals as defined in the Regional Transportation Plan (RTP)

- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds,
 - to avoid funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The funding allocation provided in Exhibit A to Resolution 24-5414 is recommended by TPAC, JPACT as best implementing the allocation direction described above. It was also reviewed and supported by Metro Council at the May 7th Council work session.

1. **Known Opposition:** None known at this time.
2. **Policy Development Stakeholders:** Input has been received during briefings with Metro Councilors, TPAC and JPACT. By request, Metro staff also briefed and gathered input at county transportation coordinating committees. The RFFA program direction supports and implements the 2023 RTP goals, which were determined through an extensive public process undertaken throughout the development of the Plan.
3. **Legal Antecedents:** Implements the 2023 RTP adopted on November 30, 2023 by Metro Council Ordinance 23-1496.
4. **Anticipated Effects:** Adoption of this resolution directs the allocation of \$13.6 million of federal transportation redistribution funds to projects and programs in the region.
5. **Financial Implications:** There may be a small, required match of 10.27% for a portion of the \$250,000 allocation for data management and project tracking systems. The Planning, Development, & Research Department will provide that from existing local funds over the course of one to three years.

BACKGROUND

As a reward for meeting the Metro area's Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region's initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution

funding. Meeting the federal funding obligation target schedule also keeps the region from being subject to funding penalties against existing federal transportation funds.

JPACT, at its meeting on June 20, 2024, unanimously recommended adoption of Resolution 24-5414.

Exhibit A to Metro Resolution No. 24-5414

Direction for the Allocation of Federal Redistribution Funds

Background: As a reward for meeting the Metro area’s Metropolitan Planning Organization (MPO) federal transportation funding obligation target schedule, The Oregon Department of Transportation (ODOT) has made available additional funds for allocation to Metro area transportation projects and programs. Approximately \$13.6 million is available for allocation.

To help the region meet its funding obligation targets, several initiatives have been undertaken in recent years improve on-time local project delivery. These efforts have contributed to the region’s initial success in meeting our obligation targets and qualifying for the additional redistribution funding. These efforts include:

- better project monitoring and active management of project development progress
- an updated approach to programming of funds for local projects that emphasize local agency demonstration of readiness to proceed
- a more rigorous application question and assessment process for candidate projects regarding risks to project readiness
- improved reporting tools on project progress

It will be necessary to continue to utilize and refine these initial efforts and to instigate new efforts to achieve a sound project delivery pipeline and continue to qualify for additional redistribution funding.

Funding Allocation Direction: The funding program direction is to invest these funds to:

- advance the region’s priority goals as defined in the Regional Transportation Plan (RTP)
- ensure the region continues to meet our obligation targets to
 - remain eligible for future additional redistribution funds
 - not subject the region to funding penalties for not meeting our obligation targets
- be able to obligate these funds quickly as they are currently available

Allocation of federal redistribution funding: Following is how \$13.6 million of federal redistribution funds are to be allocated to meet the allocation direction described above.

Supplemental funding to current capital projects: \$10 Million to address higher than normal inflationary impacts to projects from the 2019-24 RFFA funding cycles that have not yet completed construction delivery contracts for implementation. Metro staff will identify eligible projects and then request project lead agencies to nominate a funding proposal. Metro will evaluate the requests to factors attributable to inflation or changes outside agency control (e.g., changes in ODOT administrative practices or in regulations), for whether the additional funding will or is part of a funding strategy that will close the gap of revenues to project costs, and whether the project would be ready to obligate its funding on an updated schedule. With this information, staff will recommend an allocation package for TPAC consideration and recommendation to JPACT and the Metro Council. In addition to project funding need, the existing RFFA program direction will guide the staff recommendation package. This includes providing the redistribution funding to projects throughout the region.

This portion of the allocation meets the Funding Allocation Direction by advancing projects that have already been evaluated and prioritized as investments that advance the RTP goals. It will also help resolve a significant risk to meeting the region’s obligation targets in the future: the unexpected high levels of inflation that impacted projects during the time between their project award and project implementation.

Early project development assistance: \$3 Million for project development assistance needed to adequately complete the Technical Scoping Sheet (TSS) and Environmental Prospectus (EP) for all 2028-30 RFFA projects recommended for funding. The TSS and EP are documents that must be completed for all federal aid projects before instigating the Preliminary Engineering phase of a project. Not having enough support and project information to complete these activities has been a major source of project delay.

Staff anticipates utilizing these funds for approximately 10 to 12 RFFA Step 2 capital projects awarded funding for project completion. A portion of the funds is proposed to be utilized by ODOT technical staff to assist with completion of the TSS and EP. All funds remaining after budgeted ODOT support costs would be made available proportionately to the awarded projects. Depending on ODOT costs and the number of funded projects, it is anticipated somewhere between \$150,000 to \$250,000 per project will be made available.

Immediately following RFFA awards, Metro and ODOT staff would work with local project management staff to determine an appropriate scope of work and budget necessary to adequately complete the TSS and EP. Adequate scope means completing tasks that will provide for a project to enter Preliminary Engineering (PE) with a refined cost estimate, project scope description, and schedule that has a high level of confidence for implementation and contingency plans for known risk factors. The findings of the project risk assessments completed during the RFFA project evaluation process will be used as a starting point for identification of the scope of work for this early project development assistance for each project. Timeframe for this initial project development work would occur by federal fiscal year 2026.

To continue to incentivize well prepared applications that have completed sufficient project development work, funds not needed to do additional project development work to complete the TSS and EP are proposed to be made available to such projects as additional contingency funds. These contingency funds can be programmed in a future project phase to address unidentified risks or for additional project elements that would advance priority RFFA goals. Awarded RFFA funds remaining after project completion return to the regional funding pool for distribution in the next allocation process.

New tools and assistance: The following tools and assistance will increase the ability of local agencies to complete applications for funding that are better prepared to be implemented on time and on budget, and for Metro to better prepare and manage the programming of funds to realistic and accurate obligation schedules. The tools and assistance elements and anticipated budget include:

\$225,000 for on-call consultant technical assistance in completing project applications as resources for consultant services allow. Metro staff will work with a consultant service provider to aid applicant agencies to reduce agency barriers to applying for Regional Flexible Funds and to improve the accuracy of candidate project scope descriptions and estimates of project costs and implementation timelines.

\$125,000 for project delivery risk assessment of applications for upcoming 2028-30 RFFA process.

\$250,000 for improvements to data management systems to track project development and progress toward obligation and implementation.



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Agenda #: 3.2

File #: 25-6287

Agenda Date: 6/5/2025

Consideration of the May 15, 2025 Council Meeting Minutes

Metro

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



Metro

Minutes

Thursday, May 15, 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), www.youtube.com/live/_Hm9DaWsPZ0**

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

2. Public Communication

Art Lewellan spoke in favor of safety-based transportation improvements on I-5.

Jose Medina raised concerns about sexual harassment and threats from Levy's management of services at Oregon Convention Center (OCC). President Peterson asked senior staff to follow up.

Veronica Freisen reiterated concerns about management at OCC.

Connor Lynch, Portland State University student, spoke of transparency of data online about housing and homeless services, specifying that more intuitive websites with glossaries would be helpful.

Shaniya Berry, Portland State University student, expressed concerns about access to healthcare for houseless residents.

Birch Clark, Portland State University student, advocated for a housing-first model that specifically includes youth.

3. Consent Agenda**3.1 Resolution No. 25-5497 For the Purpose of Confirming the Reappointment of Members to the Metro Committee on Racial Equity (CORE)**

No Discussion.

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

4. Resolutions

Staff delivered a joint presentation from Resolutions No. 25-5488 and 25-5489, followed by individual votes on each.

Staff reviewed the engagement Metro conducted to develop the solid waste fees budget, third-party review, and Council direction. Staff also explained that, for the first time, the Regional System Fee and Solid Waste Fee are presented separately in separate resolutions.

4.1 Resolution No. 25-5488 For the Purpose of Adopting Regional System Fee for FY 2025-26

A motion was made by Councilor Nolan, seconded by Councilor Lewis, that Resolution No. 25-5488 be adopted.

Amendment Discussion

During discussion of adoption, Councilor Rosenthal moved to amend the resolution to include “/ton” after the dollar figure for items 1 and 2 in the list of “Regional System Fees by waste class.” Councilors Hwang and Gonzalez asked staff to confirm that the proposed amendment did not constitute a material change to the underlying policy.

A motion was made by Councilor Rosenthal, seconded by Councilor Hwang, that Resolution No.25-5488 be amended. The motion failed by the following vote:

Aye: 2 - Councilor Hwang, and Councilor Rosenthal

Nay: 5 - Council President Peterson, Councilor Nolan, Councilor Gonzalez, Councilor Lewis, and Councilor Simpson

Vote on the Adoption of the Resolution

The Resolution was adopted by the following vote:

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

Nay: 1 - Councilor Rosenthal

4.2 **Resolution No. 25-5489** For the Purpose of Adopting Solid Waste Fees at the Metro Transfer Stations and Metro's Community Enhancement Fee for FY 2025-26

There was no additional discussion.

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

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

5. Adjourn to work session

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:14 a.m.

Respectfully submitted,



Anne Buzzini, Council Legislative Advisor



Metro

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

Agenda #: 3.3

File #: 25-6288

Agenda Date: 6/5/2025

Consideration of the May 22, 2025 Council Meeting Minutes

Metro

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



Metro

Minutes

Thursday, May 22, 2025

11:00 AM

This meeting is off-site at the Oregon Zoo.

Oregon Zoo Conservation Hall, 4001 SW Canyon Rd, Portland, OR 97221; <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 253-205-0468 (toll free); www.youtube.com/live/ApQLTtQKqnA

Council meeting

1. Call to Order and Roll Call

Councilor Lewis called the Metro Council Meeting to order at 11:02 a.m.

Present: 5 - Councilor Duncan Hwang, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Juan Carlos Gonzalez, and Councilor Christine Lewis

Excused: 2 - Council President Lynn Peterson, and Councilor Ashton Simpson

2. Public Communication

There was none.

3. Consent Agenda

3.1 Resolution No. 25-5498 For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to Tidee Bee, Inc. for Transport of Non-Recoverable Solid Waste, Including Putrescible Waste at the Spokane Regional Waste-to-Energy Facility Located In Spokane, Washington

No discussion.

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

5. Resolutions

Resolution No. 25-5499 For the Purpose of Adopting the Oregon Zoo Strategic Plan

Councilor Lewis thanked zoo staff for organizing events related to the Rose Parade featuring Tula-Tu.

Staff shared the strategic plan to support a better future for wildlife, to transform the zoo campus, and to enhance the zoo experience.

Councilor Rosenthal asked if the zoo coordinates with any AZA endangered species programs. Rachel Ritchason, Deputy Director of Animal Care referred to AZA requirements to participate in conservation and AZA's Saving Animals from Extinction (SAFE) program.

Councilor Hwang asked about plans for additional fundraising, and staff described the Oregon Zoo Foundation's Conservation Committee supports species recovery efforts with support from environmental and social governance corporate funds and noted the committee's support balances the risk of reduced federal funding.

Councilor Hwang also asked about improvements to safety and the worker experience for zoo employees, especially during climate events. Staff explained that workers safety is embedded in all parts of the strategic plan, with division-specific action plans.

Staff confirmed for Councilor Rosenthal that red pandas are on the endangered species "red list" as defined by the International Union for Conservation of Nature.

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

Aye: 5 - Councilor Hwang, Councilor Nolan, Councilor Rosenthal, Councilor Gonzalez, and Councilor Lewis

Excused: 2 - Council President Peterson, and Councilor Simpson

6. Other Business

6.1 Council Discussion of Approved FY2025-26 Budget

Councilor Hwang asked about the process for budget notes and amendments, and CFO Kennedy noted that time is set aside in early June but was not aware of any proposed budget amendments.

6.1.1 Public Hearing for FY2025-26 Approved Budget

There was none.

7. Chief Operating Officer Communication

COO Madrigal highlighted water safety resources provided by Metro Parks and Nature.

8. Councilor Communication

Councilor Rosenthal updated Council on a Westside Economic Alliance workforce development event focused on construction careers.

Councilor Gonzalez shared a summary of a special JPACT meeting about Regional Flexible Funding Allocation projects. Councilor Lewis thanked staff for the additional level of detail provided on the regional projects.

Councilor Hwang shared that Metro's Social Innovation Council welcomed new members from the Nonprofit Association of Oregon, the Collins Foundation, and the Portland Clean Energy Fund. The group discussed Metro's Future Vision and heard from Michigan's Social Innovation Director.

Councilor Gonzalez encouraged Councilors to emphasize community engagement in the Future Vision process and asked to speak with all Councilors about the Commission candidates.

Councilor Lewis thanked jurisdictional partners from the Willamette Shoreline Right-of-Way Consortium.

9. Adjourn

There being no further business, Councilor Lewis adjourned the Metro Council Meeting at 11:36 a.m.

Respectfully submitted,

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

Anne Buzzini, Council Legislative Advisor



Metro

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

Agenda #: 4.1

File #: 25-6289

Agenda Date: 6/5/2025

Consideration of Councilor Amendments and Notes for the Fiscal Year 2025-26 Budget

Marissa Madrigal, Chief Operating Officer

Brian Kennedy, Chief Financial Officer

STAFF REPORT

FOR THE PURPOSE OF THE COUNCIL TO CONSIDER AND VOTE ON BUDGET AMENDMENTS AND BUDGET NOTES TO BE INCORPORATED INTO THE FY 2025-26 BUDGET

Date: May 22, 2025

Prepared by:
Amanda Akers, Budget Manager

Department: Office of the Chief Operating Officer

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

Meeting date: June 05, 2025

Length: 20 minutes

ISSUE STATEMENT

On June 05, 2025, Council will vote on budget amendments to be incorporated into the FY 2025-26 budget. Metro's budget must be adopted prior to June 30, 2025.

ACTIONS REQUESTED

- Council consideration and vote for approval of the proposed budget amendments to be incorporated into the FY 2025-26 budget.

IDENTIFIED POLICY OUTCOMES

Budget amendments approved on June 5, 2025, will be incorporated into the FY 2025-26 budget prior to Council's vote to adopt the budget on June 12, 2025.

POLICY QUESTIONS

Which proposed budget amendments and budget notes reflect Council priorities, policies and goals?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council may approve all, some, or none of the proposed budget amendments for the FY 2025-26 budget.

STAFF RECOMMENDATIONS

The Chief Operating Officer and Chief Financial Officer recommend that Council consider and approve all budget amendments and budget notes that align with Council priorities.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

After considerable deliberation of the FY 2025-26 Proposed Budget, Council adopted Resolution 25-5483, approving the FY 2025-26 budget, setting property tax levies and authorizing transmission of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

After the budget was approved by Council on May 1, 2025, Metro departments submitted budget amendments. Council will vote to include budget amendments into the FY 2025-26 adopted budget on June 5, 2025.

If Council decides to approve budget amendments and budget notes on June 5, 2025, they will be incorporated into Resolution 25-5501, which will be voted on at the June 12, 2025 Council meeting.

Additionally, the Multnomah County Tax Supervising Conservation Commission's letter certifying the FY 2025-26 Approved Budget, from the May 29, 2025 Budget Hearing, will be attached to Resolution 25-5501, as an exhibit.

Council Adoption of the FY 2025-26 budget is scheduled for June 12, 2025.

1. Known Opposition – None known at this time.

2. Legal Antecedents – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 required that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15th, 2025. The Commission conducted a hearing on May 29, 2025.

3. Anticipated Effects – Approved budget amendments will be effective as of July 1, 2025. Approved budget notes will be included in the FY 2025-26 Adopted budget document.

4. Budget Impacts – The total appropriations of the FY 2025-26 Approved Budget are \$1,855,194,431 and 1,128.15 FTE.

Budget amendments approved on June 5, 2025, will be incorporated into the FY 2025-26 budget prior to Council adoption, set for June 12, 2025.

BACKGROUND

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

ATTACHMENTS

- Summary of Proposed Budget Amendments for the FY 2025-26 Budget



METRO FY 2025-26 BUDGET

Summary of Proposed Budget
Amendments for the FY 2025-26 Budget

Discussion of Budget Amendments and Budget Notes:
June 3, 2025

Vote to Incorporate Budget Amendments: June 5, 2025

Vote to Adopt Budget: June 12, 2025

Prepared by Amanda Akers, Budget Manager

Reading This Report

The **Report Summary** section provides a high-level overview of the report.

The **General Fund Summary** highlights changes to General Fund and other notable fund changes.

The **Budget Amendments and Capital Improvement Plan Changes** displays all of the proposed amendments and changes to the Capital Improvement Plan (CIP), a brief description of each amendment or change, and the financial impact to the budget.

The **Attachments** are the Capital Improvement Plan (CIP) changes in detail.

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Budget Amendments and Capital Improvement Plan Changes_____10

Report Summary

This report includes proposed budget amendments. No capital improvement plan (CIP) changes, Councilor Budget Amendments or Councilor Budget Notes were received.

The different types of budget amendments are:

- Substantive Amendments that may change appropriations in a fund or alter FTE.
- Technical Amendments that include carry forwards for unspent FY 2024-25 funds. Others refine the budget to reflect anticipated activities in FY 2025-26, but do not change appropriations or FTE.

The proposed budget amendments increase **Total Appropriations** by \$1.9 million. Detail below:

- **General Fund** by \$1.8 million
- **MERC Fund** by \$0.1 million

The proposed budget amendment *increase* FTE by **1.0 FTE**:

- **Finance: 6.0 FTE Reduction**
 - -6.0 FTE - Transfer of Revenue and Analytics Division to Council Office
- **Council: 6.0 FTE Addition**
 - 6.0 FTE - Transfer of Revenue and Analytics Division from Finance
- **Parks: -1.0 FTE Reduction**
 - -1.0 FTE - Reduction of vacant Program Coordinator II in Bond Fund
- **Planning Development & Research**
 - 1.0 FTE - Addition of Program Coordinator II
- **Venues: Portland'5**
 - 1.0 FTE - Reinstated filled LD Community Engagement Coordinator for 1-year
- **Venues: Expo**
 - -1.0 FTE - Reduction of filled Director of Expo
 - 1.0 FTE - Reinstated filled Event Manager

General Fund Summary

The following are the proposed amendments that would adjust appropriations within the General Fund:

- \$195,000 increase to Capital Asset Management (#701)
- \$45,400 increase to Communications (#702)
- \$2,332,951 increase to Council (includes COO/DCOO/GAPD) (#679, #685, #695, #696, #697, #698, #699, #704)
- \$450,000 increase to Diversity, Equity and Inclusion (#705)
- -\$1,480,788 reduction to Finance and Regulatory Services (#679)
- \$2,375 increase to Human Resources (#704)
- \$445,000 increase to Information Technology (#703)
- \$175,236 increase to Planning, Development and Research (#714)
- -\$394,236 reduction to Contingency (#679, #697, #715)
- \$15,000 increase to interfund transfers (#706)

The **Budget Amendments and Capital Improvement Plan Changes** section of this report describes all the proposed amendments in detail.

Notable Changes in Other Funds:

- MERC Fund
 - Carryforward \$15,000 for Performing Arts Grants
 - Increase of \$55,240 for reinstated FTE offset by increases in revenues
- Parks and Nature Bond Fund
 - Reduction of 1.0 FTE

Budget Amendments Changes

Below is a list, by department, of each proposed budget amendment.

Central Services

<ul style="list-style-type: none"> • Amendment #679 (Substantive) Office of the Chief Operating Officer 	<p>The Office of COO will be undergoing a minor structural reorganization to better align resources with strategic priorities and evolving agency needs. The first change includes a transfer of 6.0 FTE from FRS to strengthen the alignment of business intelligence resources and policy decision-making.</p> <p>The second change is to support the development of structural and systems enhancements in response to a recent organization-wide assessment of Metro’s approach to risk and safety structures. This change will require the reclassification of a new FTE from Policy Advisor III (limited duration) to Program Director (regular), an increase of \$50,000, who will be responsible for leading these efforts. This will reduce General Fund Contingency.</p>
<ul style="list-style-type: none"> • Amendment #685 (Technical) Office of the Chief Operating Officer 	<p>Office of the Chief Operation Officer is requesting carryforward the unspent \$160,020 balance of Expo Futures project budget.</p>
<ul style="list-style-type: none"> • Amendment #628 (Technical) Government Affairs and Policy Development 	<p>GAPD is requesting carryover of unspent funds due to timing considerations of work being performed.</p> <ol style="list-style-type: none"> 1) Carryover of \$200,000 to support printing, mail services and postage for an informational postcard, should the Metro Council refer a Supportive Housing Services reform measure in FY 2025-26. 2) Carryover of \$173,750 Public Opinion and Research to support Future Vision work.
<ul style="list-style-type: none"> • Amendment #697 (Substantive) Office of the Deputy Chief Operating Officer 	<p>DCCO is requesting \$94,000 ongoing, funded by General Fund contingency, to support employee engagement analysis conducted from the Gallup poll to inform management of employee engagement at Metro.</p>
<ul style="list-style-type: none"> • Amendment #698 (Technical) Council 	<p>Council Office is requesting carryforward Social Innovation Fund from FY 2024-25. A contract with Seeding Justice has obligated \$25,000 based on performance of the contract.</p>

<ul style="list-style-type: none"> • Amendment #695 (Technical) Council 	<p>Council office is requesting carryforward of \$25,000 to complete the contract for the Council Economic Development Subcommittee.</p>
<ul style="list-style-type: none"> • Amendment #699 (Technical) Council 	<p>Council Office is requesting the following carryover of unspent funds to FY 2024-25 due to timing considerations of work being performed for the following:</p> <ol style="list-style-type: none"> 1) \$14,768 for Washington Park Train Task Force contractual obligations to produce a report that clarifies the cost to bring a whole loop train back to Washington Park, explore the train as a tourist attraction and make recommendations regarding future feasibility and funding scenarios as identified by Councilor Lewis Budget Amendment in FY 2024-25
<ul style="list-style-type: none"> • Amendment #701 (Substantive) Capital Asset Management 	<p>Capital Asset Management is requesting the carryover of unspent funds from FY 2024-25 to FY 2025-26 for the following:</p> <ol style="list-style-type: none"> 1) \$30,000 to procure fleet software for agency-wide use. The project team needs additional time to implement. 2) \$165,000 to finalize Sustainability Plan. Council approved funding in November 2025. Sustainability has been refining the project management plan and developing the stakeholder engagement plan in consultation with communications and DEI staff. Contracting services to support development of the Sustainability Plan have been engaged. <p>Approved as part of the November 2025 amendment; the project team needs additional time to implement.</p>

<ul style="list-style-type: none"> • Amendment #702 (Technical) Communications 	<p>Communications is requesting the carryover of unspent funds due to timing considerations of work being performed for the following:</p> <ol style="list-style-type: none"> 1) Carryover of \$40,000 for translation services. Communications and IT are midway through a major website replacement project involving translation of hundreds of pages. While originally scheduled for completion this fiscal year, content creation is taking longer than expected. Translation is now expected in July–August 2025. 2) Carryover of \$5,400 for contracted support related to improving system processes. This work has started but will continue through July 2025, resulting in optimized workflow for Communications team to better meet agency-wide service requests.
<ul style="list-style-type: none"> • Amendment #703 (Technical) Information Technology 	<p>Information Technology (IT) requests carryover of unspent funds due to project timing for the following:</p> <ol style="list-style-type: none"> 1) \$25,000 for contracted support to develop a high-level policy and governance framework for the use of Artificial Intelligence (AI). The work focuses on data privacy, transparency, standardization, bias, and ethical use. 2) \$20,000 for contracted support to help develop a three-year IT Strategic Plan. The timeline has been extended through December 2025 to align with department needs. The plan will guide technology planning, procurement, implementation, and resource management. 3) \$400,000 will be used towards critical IT needs, including enhancements to IT security.
<ul style="list-style-type: none"> • Amendment #704 (Technical) Human Resources 	<p>Human Resources (HR) is requesting carryover of \$21,500 of unspent contracted funds to provide consultant support as Metro finalizes negotiations on the pay equity analysis for represented employees.</p>

<ul style="list-style-type: none"> • Amendment #705 (Technical) Diversity, Equity and Inclusion 	<p>Diversity, Equity, and Inclusion requests carryover of unspent funds for the following:</p> <ol style="list-style-type: none"> 1) \$425,000 for Civic Engagement grants (\$85,000 each for 5 grantees). While a new grant cycle will launch in FY 2025–26, staff request carryover to support one-year extensions for current grantees from July 1, 2025, to June 30, 2026. 2) \$25,000 for a contract with LatinoBuilt to expand opportunities for BIPOC contractors, including training, capacity building, and professional development. Work is expected to conclude in September 2025.
<ul style="list-style-type: none"> • Amendment #714 (Substantive) Planning, Development and Research 	<p>Planning, Development and Research is adding 1.0 FTE Program Coordinator II (PCII). The additional role would support the expanding 2040 and Placemaking Grant programs funded by the Construction Excise Tax (CET).</p> <p>No new funds are needed for FY 2025-26, as existing CET and Contingency resources are sufficient. This arrangement will be reassessed during FY 2026-27 budget development to determine if continued funding is available.</p>

Venues

<ul style="list-style-type: none"> • Amendment #706 (Technical) Portland’5 	<p>In FY 2023-24 Council adopted \$125,000 for Portland’5 Performing Arts Grants. Of that, \$75,000 has been disbursed. While \$35,000 is already budgeted to carry forward into FY 2024-25, an additional \$15,000 is needed to cover the remaining \$50,000 in grants.</p>
<ul style="list-style-type: none"> • Amendment #709 (Technical) • Portland’5 	<p>Portland’5 proposes a one-year extension of the 1.0 limited duration Youth Arts & Culture Manager position through June 2026. Originally reduced from the FY 2025-26 Proposed budget for stabilization, this amendment reflects the Portland’5 Foundation’s decision to adjust support to fund this position.</p> <p>Through a reallocation of budget from the Culture & Community department and Youth Arts budget realignments the Youth Arts program can continue the Youth Council and youth masterclasses. The amendment also includes an increase of \$70,000 in</p>

	<p>sponsorships to fund youth matinees - this programming will only happen if that sponsorship funding can be secured.</p>
<p>• Amendment #708 (Substantive) Expo Center</p>	<p>Upon re-evaluation the Venue's Expo Center staffing model the center has made the following changes for FY 2025-26.</p> <ol style="list-style-type: none"> 1) 1.0 FTE Director of Expo position is eliminated 2) 1.0 FTE Event Manager is re-instated 3) Security Contractor hours need to be increased back to FY 2024-25 levels. They had been lowered to 12 hours in Q1 and Q2, this will return them to 24-hour coverage all year long <p>These changes resulted in additional savings in ongoing costs and as such, \$119,531 was added to contingency.</p>

Parks & Nature

<p>• Amendment #711 (Substantive) Reduce 1.0 FTE in Parks Bond Fund</p>	<p>Eliminating an unfilled 1.0 FTE Program Coordinator II position created during bond preparation in FY 2021-22. The position was never staffed and is no longer needed.</p> <p>This moves \$180,000 to Contingency ongoing.</p>
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Councilor Budget Amendments

Budget Amendment Summaries:

No Budget Amendments were submitted for FY 2025-26

Councilor Budget Notes

Budget Note Summaries:

No Budget Notes were submitted for FY 2025-26

Capital Improvement Plan (CIP) Changes

There are no proposed changes to the CIP for FY 2025-26.

No additional materials were distributed at the meeting.