



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, May 7, 2020

2:00 PM

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

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

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

If you wish to attend the meeting, but do not have the ability to attend by phone or computer, please contact the Legislative Coordinator at least 24 hours before the noticed meeting time by phone at 503-797-1916 or email at legislativecoordinator@oregonmetro.gov.

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on Thursday, May 07 will be provided to the council prior to the meeting.

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

3. Consent Agenda

- 3.1 Resolution No. 20-5094, For the Purpose of Adding New or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Project Changes to Five Projects Impacting Gresham, ODOT, And TriMet (AP20-11-APR) [RES 20-5094](#)

Attachments: [Resolution No. 20-5094](#)
[Exhibit A to Resolution No. 20-5094](#)
[Staff Report](#)

- 3.2 Consideration of the Council Meeting Minutes for April 23, 2020 [20-5412](#)

Attachments: [Council Meeting Minutes for April 23, 2020](#)

4. Resolutions

- 4.1 Resolution No. 20-5101, For the Purpose of Proclaiming May 5, 2020 as a Day of Awareness for Missing and Murdered Indigenous Women and Girls [RES 20-5101](#)

Presenter(s): Andre Bealer, Metro
Puneh Abdolhosseini, Metro

Attachments: [Resolution No. 20-5101](#)
[Staff Report](#)

- 4.2 Resolution No. 20-5092, For the Purpose of Approving the FY 2020-21 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission [RES 20-5092](#)

Attachments: [Resolution No. 20-5092](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)

- 4.2.1 Public Hearing on Resolution No. 20-5092

- 4.3 Resolution No. 20-5093, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for Construction of the Commercial Food Waste Processing Facility at Metro Central Transfer Station

Presenter(s): Will Elder, Metro
Gabriele Schuster, Metro

Attachments: [Resolution No. 20-5093](#)
[Exhibit A to Resolution No. 20-5093](#)
[Staff Report](#)

[RES](#)
[20-509](#)
[3](#)

4.3.1 Public Hearing on Resolution No. 20-5093

- 4.4 Resolution No. 20-5099, For the Purpose of Amending Metro's Rules of Procedure to Advance Equity in Public Contracting

Presenter(s): Tracy Fisher, Metro

Attachments: [Resolution No. 20-5099](#)
[Exhibit A to Resolution No. 20-5099](#)
[Staff Report](#)
[Equity in Contracting PPT](#)

[RES](#)
[20-509](#)
[9](#)

- 4.5 Resolution No. 20-5100, For the Purpose of Approving a Contract-Specific Special Procurement for On-Call Maintenance and Repair Services

Presenter(s): Tracy Fisher, Metro

Attachments: [Resolution No. 20-5100](#)
[Exhibit A to Resolution No. 20-5100](#)
[Staff Report](#)

[RES](#)
[20-510](#)
[0](#)

5. Chief Operating Officer Communication

6. Councilor Communication

7. Adjourn

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Ogeysiiska takooris la'aanta ee Metro

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

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

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<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

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Agenda Item No. 3.1

Resolution No. 20-5094, For the Purpose of Adding New or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Which Involves Project Changes to Five Projects Impacting Gresham, ODOT, And TriMet

Consent Agenda

Metro Council Meeting
Thursday, May 07, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING NEW OR) RESOLUTION NO. 20-5094
AMENDING EXISTING PROJECTS TO THE 2018-)
21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM WHICH INVOLVES) Andrew Scott in concurrence with
PROJECT CHANGES TO FIVE PROJECTS) Council President Lynn Peterson
IMPACTING GRESHAM, ODOT, AND TRIMET)
(AP20-11-APR))

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, MTIP amendments now must also include assessments for required performance measure compliance, expanded RTP consistency, and strive to meet annual Metro and statewide obligation targets resulting in additional MTIP amendment processing practices and procedures; and

WHEREAS, the city of Gresham's 2022-24 Regional Flexible Fund Allocation (RFFA) grant award enables their NW Division Complete Street Project to be completely funded and will be advanced to start the preliminary Engineering (PE) phase in FY 2020 to keep the project on its delivery schedule and protect older obligated funds from lapsing; and

WHEREAS, the Oregon Department of Transportation (ODOT) is committing \$150,000 from their Roadway Safety Audit Implementation project grouping bucket to their Region 1 Bike and Pedestrian Crossings safety project to support additional PE phase requirements due to a scope and limits revision; and

WHEREAS, TriMet has now determined that final engineering activities will not commence until fall of 2020 resulting in a programming change to their Red Line Extension Project which requires the PE phase now to be added to the new draft 2021-24 MTIP and State Transportation Improvement Program (STIP) as a new project resulting in the deletion of the current project from the 2018-21 MTIP and STIP which will also correct a past programming error for the project; and

WHEREAS, TriMet has been successful in obtaining a \$1.8 million FTA Section 5312 discretionary and competitive grant from FTA's Integrated Mobility Innovations program for their STEPS to MOD and MPI Demonstration project which will develop a mobility payment system that integrates payment for multiple modes into a single transaction; and

WHEREAS, the a review of the proposed project changes has been completed against the current approved Regional Transportation Plan (RTP) to ensure the projects remain consistent with the goals and strategies identified in the RTP with the results confirming that no RTP inconsistencies exist as a result of the project changes from the April 2020 MTIP Formal Amendment; and

WHEREAS, the RTP consistency check areas included financial/fiscal constraint verification, eligibility and proper use of committed funds, an assessment of possible air quality impacts, a deviation assessment from approved regional RTP goals and strategies, a validation that the required changes have little or no impact upon regionally significant projects, and a reconfirmation that the MTIP's financial constraint finding is maintained a result of the April 2020 Formal Amendment; and

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on April 3, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5094 consisting of the April 2020 Formal MTIP Amendment on April 16, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 7, 2020 to formally amend the 2018-21 MTIP to include the required changes, advancements, or additions to the five identified projects as part of Resolution 20-5094.

ADOPTED by the Metro Council this ____ day of _____ 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 20-5094



Proposed April 2020 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: AP20-11-APR					
Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 16986	70542	Gresham	Division Street Corridor Improvements (Gresham) NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes.	ADD FUNDING The formal amendment adds full project funding to the PE, ROW, Utility, and Construction phases as a newly awarded 2022-2024 RFFA funded project. The amendment also advances the additional PE funding into FY 2020 to be obligated before the end of FY 2020 allowing the Preliminary Engineering phase portion of Project, Specifications, and Estimates (PS&E) be initiated early. The project name and descriptions are updated as well through the formal amendment.
Project #2 Key 20414	70970	ODOT	Roadway Safety Audit Implementation	Address unanticipated safety improvements as identified	SPLIT FUNDING Split \$150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change, Key 20414 is part of the formal amendment with Key 20479
Project #3 Key 20479	71005	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.	SCOPE/LIMITS CHANGE The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E, and adds \$150k from Key 20414
Project #4 Key 20849	70935	TriMet	Redline Extension to Gateway Double-Track Project	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.	CANCEL PROJECT The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary, erroneous, and unnecessary duplicate project and is being removed from the 2018 -21 MTIP

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #5 Key TBD NEW PROJECT	TBD	TriMet	TriMet STEPS to MOD & MPI Demonstration Project	Develop a mobility payment system that integrates payment for multiple modes into a single transaction	<u>ADD NEW PROJECT</u> The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from the Integrated Mobility Innovation program



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD FUNDING
9th Amendment to Project

Lead Agency: Gresham		Project Type:	Active Trns	ODOT Key:	16986		
Project Name: Division Street Corridor Improvements (Gresham) NW Division Complete St–Phase I: Wallula Ave–Birdsdale Ave	1	ODOT Type	Bike/Ped	MTIP ID:	70542		
		Performance Meas:	Yes	Status:	3		
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No	Comp Date:	12/31/2026		
		Conformity Exempt:	Yes	RTP ID:	10440		
Short Description: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes.		On State Hwy Sys:	No	RFFA ID:	TBD		
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24		
		Mile Post End:	N/A	UPWP:	No		
		Length:	N/A	UPWP Cycle:	N/A		
		1st Year Program'd:	2012	Past Amend:	8		
		Years Active:	9	OTC Approval:	Yes		
		STIP Amend #: TBD				MTIP Amnd #:	AP20-11-APR
		Detailed Description: In the city of Gresham on Division Street between Gresham/Fairview Trail (GFT) and NW Wallula Ave, construct sidewalks and bicycle lanes on each side of Division Street (Project Development Activities). Completion of this project will address a key gap in the regional bicycle and pedestrian network, and is consistent with the Division BRT project. (Current funding is for project development activities only)." Revised: In Gresham on NW Division St between NW Wallula Ave and NW Birdsdale Ave, Construct Phase 1 active transportation improvements to include ADA improvements, sidewalks, curbs, curb ramps, and bike lanes to add 800' of new sidewalks (gap fills) & bicycle lanes to connect with new transit stations being developed on the north and south sides of NW Division St separately with Phase II planned to extend NW Division St with similar active transportation improvements from NW Birdsdale Ave and the Gresham-Fairview Trail					
STIP Description: TBD							

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
TCSP	L68E	2016		-		\$ 161,514		\$ -
TCSP	L68E	2013	\$ 179,460					\$ 179,460
CMAQ-U	Z400	2020		\$ 712,537				\$ 712,537
CMAQ-U	Z400	2022			\$ 1,076,760			\$ 1,076,760
CMAQ-U	Z400	2022				\$ 89,730		\$ 89,730
CMAQ-U	Z400	2024					\$ 3,361,733	\$ 3,361,733
							Federal Totals:	\$ 5,420,220
Federal Fund Obligations:			\$ 179,460					Federal Aid ID
EA Number:			PE02199					3125(049)
Initial Obligation Date:			1/29/2013					
State Funds								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2016				\$ 18,486		\$ -
Local	Match	2013	\$ 20,540					\$ 20,540
Other	OVM	2016		\$ 100,000		-		
Other	OTH0 (OVM)	2013	\$ 100,000					\$ 100,000
Local	Match	2020		\$ 81,553				\$ 81,553
Local	Match	2022			\$ 123,240			\$ 123,240
Local	Match	2022				\$ 10,270		\$ 10,270
Local	Match	2024					\$ 384,765	\$ 384,765
Other	OTH0 (OVM)	2024					\$ 720,172	\$ 720,172
							Local Total	\$ 720,172
Phase Totals Before Amend:			\$ -	\$ 100,000	\$ -	\$ 180,000	\$ -	\$ 280,000
Phase Totals After Amend:			\$ 300,000	\$ 794,090	\$ 1,200,000	\$ 100,000	\$ 4,466,670	\$ 6,860,760
							Year Of Expenditure (YOE):	\$ 6,860,760

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment adds newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro's request to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. At \$6,860,740, the project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 10440 - Division - Gresham/Fairview Trail to Wallula/212th: Sidewalks, Bike Lanes

> RTP Description: Retrofit street to add bicycle facilities, sidewalks, and explore other multimodal facilities and connections.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> TCSP = Federal Transportation Community and System Preservation discretionary funds which are awarded on a competitive basis from FHWA

> CMAQ-U = Federal Congestion Mitigation Air Quality (CMAQ) Improvement Program funds. The CMAQ program is specifically designed to support projects that provide air quality benefits. The funds are appropriated to the State DOT and allocated via a formula to the eligible MPOs. The CMAQ-U funds are then allocated by the MPO in the urbanized area (Metro MPO boundary area) through the competitive Regional Flexible Fund Allocation (RFFA) award process.

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

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

Other

> On NHS: Yes

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SPLIT FUNDING
5th Amendment to Project

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20414
Project Name: Road Safety Audit Implementation Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). Short Description: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	2	ODOT Type: Planning	MTIP ID: 70970
		Performance Meas: No	Status: 4
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID: 12095
		On State Hwy Sys: Various	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 4
		Years Active: 1	OTC Approval: No
STIP Amend #: 18-21-3722		MTIP Amnd #: AP20-11-APR	
Detailed Description: Project Grouping Bucket per 40 CFR 93.126 - Safety. HSIP fund bucket supporting and addressing unanticipated safety improvements as identified. 2018 RTP approved in revenue and project grouping bucket "Safety and Operations" supporting improvements in the following areas: Highway crossings improvements, Roadway safety (non-capacity repairs/rehabilitation), Landslides/rock falls mitigation, and Illumination/Signals, ITS. Project Funding			
STIP Description: Address unanticipated safety improvements as identified			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
ADVCON	ACPO	2021					\$ 1,689,244	\$ -
ADVCON	ACPO	2021					\$ 1,539,244	\$ 1,539,244
							\$	-
							\$	-
ADVCON is projected to be 100% federal HSIP . No match required							Federal Totals:	\$ 1,539,244
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
							\$	-
							\$	-
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,689,244	\$ 1,689,244
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,539,244	\$ 1,539,244
Year Of Expenditure (YOE):								\$ 1,539,244

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment splits of \$150,000 from Key 20414 to be applied to the PE phase in Key 20479, ODOT Regional Bike Ped Crossings. Note: Key 20414 is an approved Project Grouping bucket with funding designed to support regional safety projects as they are identified.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12095 - Safety and Operations Projects

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

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Highway Safety Improvement Program implementation.

> UPWP amendment: Not applicable & not required

Fund Codes:

> ADVCON = Federal Advance Construction funds that act as a funding placeholder until the final federal fund type code is identified for the project.

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
SCOPE/LIMITS CHANGE
4th Amendment to Project

Lead Agency: ODOT		Project Type: Safety	ODOT Key: 20479
Project Name: Region 1 Bike Ped Crossings	3	ODOT Type: Safety	MTIP ID: 71005
		Performance Meas: Yes	Status: 5
		Capacity Enhancing: No	Comp Date: 12/31/2022
		Conformity Exempt: Yes	RTP ID:
		On State Hwy Sys: Multiple	RFFA ID: N/A
		Mile Post Begin: Various	RFFA Cycle: N/A
		Mile Post End: Various	UPWP: No
		Length: Various	UPWP Cycle: N/A
		1st Year Program'd: 2017	Past Amend: 3
		Years Active: 4	OTC Approval: Yes
STIP Amend #: 18-21-3722		MTIP Amnd #: AP20-11-APR	
Detailed Description: On Routes US26 at MP 2.07 and 7.38 , OR213 at MP 2.53 and 5.60, OR99E from MP 6.87 to 11.14 , 9.5 to 10.5 , and OR8 at MP 16.67, construct bike/ped improvements including Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements.			
STIP Description: Bike and pedestrian improvements on 82nd Ave (OR-213), McLoughlin (OR-99E), Powell (US-26) OR8 at Baseline. Includes RRFBs, medians, illumination, crosswalks, tree trimming/removal, bike lane striping, sidewalks, ADA upgrades, and other improvements.			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (100%)	ZS30	2017		\$ 281,600				\$ 281,600
TAP-State	Z300	2017		\$ 89,730				\$ 89,730
HSIP	MS30	2017		\$ 276,660				\$ 276,660
ADVCON	ACPO	2017		\$ 138,330				\$ 138,330
ADVCON	ACPO	2020			\$ 486,477			\$ -
TAP-State	Z300	2020			\$ 266,897			\$ 266,897
Sec 164 (100%)	ZS32	2020			\$ 207,555			
ADVCON	ACPO	2021					\$ 1,984,265	\$ 1,984,265
								\$ -
ROW phase reflects AC conversion							Federal Totals:	\$ 3,037,482
Federal Fund Obligations:				\$ 647,990				Federal Aid ID
EA Number:				PE002837	R9555000			SA00(113)
Initial Obligation Date:				9/14/2019	3/5/2020			
State Funds								
State	Match	2017		\$ 10,270				\$ 10,270
State	Match	2017		\$ 23,340				\$ 23,340
State	Match	2017		\$ 11,670				\$ 11,670
State	Match	2020			\$ 31,324			\$ -
State	Match	2020			\$ 30,548			\$ 30,548
State	Match	2021					\$ 152,186	\$ 152,186
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -		\$ 681,600	\$ 517,801	\$ -	\$ 2,136,451	\$ 3,335,852	
Phase Totals After Amend:	\$ -		\$ 831,600	\$ 505,000	\$ -	\$ 2,136,451	\$ 3,473,051	
Year Of Expenditure (YOE):							\$	3,473,051

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment adds \$150k (ADVCON finds) to PE from Key 20414. There are three actions through this amendment.

1. There is a small stretch of highway along the Tualatin Valley Hwy (OR8; MP 14.20 to 15.70) that connects the City of Hillsboro and City of Cornelius that has a rural appearance. This stretch of highway's Federal Functional Class is a Urban Other Principle Arterial with a speed limit of 50-MPH. The roadway is wide with 4 total travel lanes, two lanes for east/westbound travel with a large section from SW 331st Ave (MP 14.66) to SW 26th Ave (MP 15.72) with either a center two-way-left-turn-lane or a designated left turn lane in the center. There are several T-intersections where the only inlet and outlet from the neighborhood is the connection from OR8. There are no marked crosswalks or signalized intersections between SW 17th Ave (MP 14.15) and N 26th Ave. There is limited to no street lights along this corridor at and between the T-intersections. This stretch of highway has experienced severe and fatal crashes involving pedestrians, bicyclist and motorist in the past several months. This STIP amendment adds funds to conduct a Road Safety Audit on this stretch of highway.

2. The Powell Blvd locations are deleted from the project scope.

3. The project limits on OR99E are reduced to be 9.5.-10.5

≥ Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 12095 - Safety and Operations Projects

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

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety : Projects that correct, improve, or eliminate a hazardous location or feature.

> UPWP amendment: Not applicable & not required

Fund Codes:

> HSIP = Federal Highway Safety Improvement Program funds appropriated to ODOT in support of highway safety improvements

> TAP-State = Federal Transportation Alternatives Program funds appropriated to ODOT and used for transportation support improvements such as active transportation improvements, sidewalks, bike lanes, landscaping, median construction, etc.

> Sec 164 (HSIP) = Federal Section 164 funds which are basically a specialized type of HSIP funds.

> ADVCON = Federal Advance Construction funds which are used as a placeholder allowing the DOT to use their state funds temporarily in place of federal funds if not available to continue phase activities. At a future time, the Advance Construction funds are converted to their specific federal funds for reimbursement.

> State = General state funds provided by ODOT to cover the required match.

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

> Located on the CMP: N/A



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
CANCEL PROJECT
1st Amendment to Project**

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 20849
Project Name: Redline Extension to Gateway Double Track Project	4	ODOT Type: Transit	MTIP ID: 70935
	* Cancelled Project * The TriMet Red Line Extension Project is being programmed with the PE phase funding and scope under a new key number in the new 2021-24 MTIP and STIP. As a result Key 20849 is being cancelled from the 2018-21 MTIP and STIP	Performance Meas: No	Status: 1
		RTP ID: 10922	Comp Date: 12/31/2024
Project Status: 1 = Pre-first phase obligation (scoping, scoping refinement, etc.).		Yes	RFFA ID: N/A
Short Description: Constructing pocket track station combined with new track work and work at Portland Airport MAX station to improve funds for project development.		No	RFFA Cycle: N/A
Detailed Description: Constructing pocket track station combined with new track work and work at Portland Airport MAX station to improve funds for project development.		N/A	UPWP: No
STIP Description: Design pocket track at Fair Complex/Hillsboro Airport station to improve system operations.		N/A	UPWP Cycle: N/A
		2021	Past Amend: 0
		0	OTC Approval: No
			MTIP Amnd #: AP20-11-APR
			Line service to Fair Complex/Hillsboro Airport
			d combined with

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5309	FF30	2021					\$ 5,000,000	\$ -
								\$ -
								\$ -
								\$ -
5309 = Discretionary FTA Small Starts grant							Federal Totals:	\$ -
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 5,000,000	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment cancels the project from the 2018 -2021 MTIP. The project erroneously has programed discretionary FTA Section 5309 Small Starts funds which have not been awarded yet to the project. The project is preparing to initiate preliminary engineering (final engineering) this fall. As a result \$14 million of local funds and \$4 million of awarded STBG funds are being programmed for the Red Line Extension project, but in a new project in the new draft 2021-2024 MTIP and STIP. As a result of this programming, Key 20849 is now considered an unnecessary duplicate and is being removed from the 2018-21 MTIP.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 10922 - HCT: MAX Red Line Improvements Project: Capital Construction

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport, Fair Complex Station and improve reliability of the entire MAX light rail system.

Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt, and is considered a capacity enhancing project per 40 CFR 93.126, Table 2 - Mass Transit options

> There is no impact to the UPWP

Fund Codes:

> 5309 = Federal Transit Agency Section 5309 Small Starts discretionary funding

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

Other

> On NHS:

> Metro Model:

Model category and type:

FCM project:



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Initial Project Programming

Lead Agency: TriMet		Project Type: Transit	ODOT Key: NEW
Project Name: TriMet STEPS to MOD & MPI Demonstration Project	5	ODOT Type: Transit	MTIP ID: NEW
		Performance Meas: Yes	Status: T22
		Capacity Enhancing: No	Comp Date: 12/31/2021
		Conformity Exempt: Yes	RTP ID: 10927
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
STIP Amend #: TBD		MTIP Amnd #: AP20-11-APR	
Detailed Description: FTA 2019 Integrated Mobility Innovation (IMI) discretionary 5312 grant for TriMet to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce travel stress with better real-time arrival predictions			
STIP Description: TBD			

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312		2020					\$ 1,812,282	\$ 1,812,282
								\$ -
								\$ -
							Federal Totals:	\$ 1,812,282
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 453,071	\$ 453,071
Other	OTH0	2020					\$ 74,429	\$ 74,429
								\$ -
							Local Total	\$ 527,500
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,339,782	\$ 2,339,782
							Year Of Expenditure (YOE):	\$ 2,339,782

Minimum Match requirement is 20%.

Notes and Summary of Changes:

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

> The FTA Integrated Mobility Innovation (IMI) Demonstration Program is authorized by Federal public transportation law at 49 U.S.C. 5312. Therefore the grant program source of funding originates from the Section 5312 program.

Amendment Summary:

The formal amendment adds TriMet's discretionary grant award to the MTIP from FTA's Integrated Mobility Innovation (IMI) FY 2019 funding program. TriMet's project is called the "STEPS to MOD & MPI Demonstration Project" and will Develop a mobility payment system that integrates payment for multiple modes into a single transaction. FTA's Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.

> Will Performance Measurements Apply: Yes under the Transit category.

RTP References:

> RTP ID: 10927 - Operating Capital Information Technology Phase I

> RTP Description: Communication systems

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit.- Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).

> UPWP amendment: Not applicable & not required

Fund Codes:

> 5312 = Federal Transit Agency (FTA) funds that provide funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

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

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

Other

> On NHS: N/A

> Metro Model: N/A

> Model category and type: N/A

> TCM project: No

Memo

Date: April 17, 2020
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: April 2020 MTIP Formal Amendment & Resolution 20-5094 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF ADDING NEW OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM WHICH INVOLVES PROJECT CHANGES TO FIVE PROJECTS IMPACTING GRESHAM, ODOT, AND TRIMET (AP20-11-APR)

BACKGROUND

What This Is:

The April 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5094 and being processed under MTIP Amendment AP20-11-APR.

What is the requested action?

JPACT requests Metro Council approve Resolution 20-5094 consisting of five projects enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Proposed April 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: AP20-11-APR Total Number of Projects: 5						
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes	
Project #1 Key 16986	70542	Gresham	Division Street Corridor Improvements (Gresham) NW Division Complete St–Phase I: Wallula Ave–Birdsdale Ave	Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes	ADD FUNDING: The formal amendment adds newly awarded RFFA funding to fully fund the project. The project name and description are updated as well. Gresham also concurred with Metro’s request to advance the added funding for the PE Phase to 2020 to ensure PE activities can continue. At \$6,860,740, the project is now fully funded and being advanced to ensure the prior obligated PE phase TCSP funds do not lapse.	

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 20414	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	SPLIT FUNDING: The formal amendment splits off \$150k from FY 2021 and advances it to FY 2020 to be committed to Key 20479.
Project #3 Key 20479	71005	ODOT	Region 1 Bike Ped Crossings	Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal, ADA upgrades; and other safety improvements.	SCOPE/LIMITS CHANGE The formal amendment deletes scope from Powell Blvd and reduces the limits on OR99E, and adds \$150k from Key 20414
Project #4 Key 20849	70935	TriMet	Redline Extension to Gateway Double Track Project	Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development.	CANCEL PROJECT The PE phase (final Engineering) will not begin until FY 2021. The PE phase will be programmed using a new Key number for inclusion in the 2021-2024 MTIP and STIP. This result in Key 20849 be an unnecessary, erroneous, and unnecessary duplicate project and is being removed from the 2018 -21 MTIP
Project #5 Key TBD NEW PROJECT	TBD	TriMet	TriMet STEPS to MOD & MPI Demonstration Project	Develop a mobility payment system that integrates payment for multiple modes into a single transaction	ADD NEW PROJECT The formal amendment adds TriMet's new "STEPS to MOD & MPI Demonstration" discretionary FTA Section 5312 grant from the Integrated Mobility Innovation program

A detailed summary of the new proposed amended project is provided below.

Project 1:		Division Street Corridor Improvements (Gresham)	
		NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave	
Lead Agency:	Gresham		
ODOT Key Number:	16986	MTIP ID Number:	70542
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Construct sidewalks and bicycle lanes on each side of Division Street between Gresham/Fairview Trail and NW Wallula Ave. Phase 1 (of 2 phases) to extend NW Division St between NW Wallula Ave and NW Birdsdale Ave with active transportation improvements to include ADA improvements, sidewalks (gap fills), curbs, curb ramps, and bike lanes. Source: Existing project. Funding is a combination of older federal and new RFFA awarded federal funds Funding: The source of funding for the project includes: <ul style="list-style-type: none"> Older federal Transportation Community and System Preservation (TCSP) discretionary awarded funds Metro awarded local funds for project development Gresham local funds 2022-24 Regional Flexible Fund Allocation (RFFA) awarded funds Project Type: Active transportation, bike/pedestrian improvement Location: In the city of Gresham on NW Division Street Cross Street Limits: NW Birdsdale Ave to NW Wallula Ave Overall Mile Post Limits: N/A Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated STIP Amendment Number: TBD MTIP Amendment Number: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: ADD FUNDING</p> <p>The formal amendment “re-boots” the full project in the MTIP and STIP. After issues arose involving previously awarded federal TCSP funds, the city of Gresham was forced to delay implementing the NW Division Complete Street project until a new financial plan was developed. The project-reboot retains the same scope and planned improvements as the earlier version.</p> <p>Using additional local funds committed to the project and a prior Metro \$100,000 project development grant, Gresham has been able to complete project development actions with their project design now at 30%. As an awarded 2022-24 RFFA recipient, the city for Gresham is now ready to move on into final design and complete their Project Specifications and Estimates (PS&E) requirements to complete Preliminary Engineering.</p> <p>To avoid losing project implementation synergy and protect the older</p>		

obligated TCSP funds from lapsing, Metro and Gresham agreed to advance the project and allow the Preliminary Engineering to obligate before the end of FY 2020 (before the end of August). The timing to complete this amendment is urgent to ensure the MTIP and STIP programming is completed before July ensuring the \$712,537 of Congestion Mitigation Air Quality (CMAQ) funds for Preliminary Engineering will obligate before the end of year obligation deadline. Advancing the PE phase to obligate before the end of FY 2020 will allow the construction phase to be implemented two years earlier by FY 2024 as well.

Additionally, advancing the implementation and delivery timing of the project will keep it on track as a TriMet transit access improvement project is completed in the same area during the same time.

The project has been approved to use CMAQ funds. A full air quality emission reduction analysis has been completed and submitted for review and approval to the State CMAQ manager and FHWA. No issues have been noted in the review and planned use of CMAQ for this project.

The project also has completed an extensive delivery review by ODOT. Since this is a full project reboot, the project is normally considered to be a new project in the MTIP and STIP. This would have required development of a new Project Prospectus and Intergovernmental Agreement (IGA) and delayed the PE from obligating until late FY 2021. The delay would have resulted in the Right-of Way (ROW) phase from obligating in time to prevent the older TCSP funds from lapsing and being lost.

As a result of ODOT’s delivery review effort, the NW Division St Complete Street project can use the same Key number and existing IGA with only an IGA amendment required.

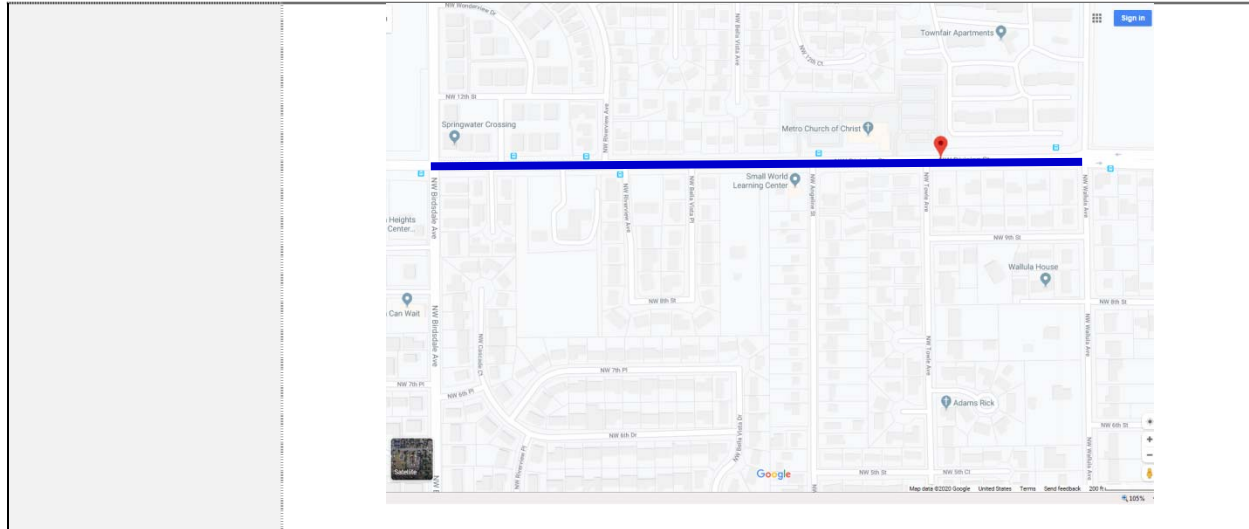
Additional Details:

Metro would like to express our thanks to ODOT project delivery staff including the Region Local Agency Liaison for the project, the Region 1 Agreements Writer, ODOT Salem project delivery staff, and especially the Region 1 STIP Coordinator for their efforts to develop a unique out-of-the-box solution to allow the project to be advanced and avoid the TCSP fund lapse.

NW Division Complete Street Project western limits
NW Division Street at Birdsale Ave looking east



Project Limits



<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding project funding is treated like a cost increase. The addition of \$6.8 million to fully program the project exceeds all Matrix cost increase thresholds triggering the formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>Full project programming is added to the project and includes past prior obligated committed funds. The estimated total project cost is \$6,860,740.</p>
<p>Added Notes:</p>	<ul style="list-style-type: none"> • Attachment 1 contains the completed CMAQ Air Quality Emissions Reduction Analysis required to use CMAQ funds • Other aspects about the project limits: <ul style="list-style-type: none"> - Metro Modeling Network: Yes, NW Division St is identified as a Pedestrian Parkway in the Metro Pedestrian Modeling Network - NW Division St is also identified on the National Highway System (NHS) as a "MAP-21 NHS Principal Arterial" - NW Division St in the project limits is located on the Metro Congestion Management Process (CMP) network - Performance Measurements will apply: Yes. Areas of Safety, CMAQ, and CMQ. Note: NHS items do not appear to apply.

Performance Measurement Compliance Areas
Key 16986: NW Division Complete St-Phase I: Wallula Ave-Birdsdale Ave

SAFETY	Yes	No	N/A	Notes
<ul style="list-style-type: none"> • Is the project located in an ODOT designated safety corridor? 		X		
<ul style="list-style-type: none"> • Does the project scope include deliverables to help reduce fatalities and serious injuries? 	X			Active transportation improvements
<ul style="list-style-type: none"> • Metro Added: Could the project deliverables provide safety benefits in addition to the reduction of deaths, accidents, and injuries that reduce the region's infrastructure vulnerability to crime and terrorism, natural disaster and/or hazardous materials incidents? 	X			

Note: Safety corridors are stretches of state highways where fatal and serious injury traffic crash rates are higher than the statewide average for similar types of roadways. To reduce the number of these incidents, the stretch of the road is designated as a "safety corridor" and becomes subject to heightened enforcement and double fines for traffic infractions. Further guidance is available at <https://www.oregon.gov/ODOT/Safety/Pages/Roadway.aspx>

NHS Performance Targets	Yes	No	N/A	Note
• Does the project improvement located on the NHS include TSMO/ITS scope elements?		X		
• Does the project improvement located on the NHS include capacity enhancing system improvements?		X		

Note: NHS verification sourced from the FHWA, National Highway System mapping page at <https://hepgis.fhwa.dot.gov/fhwagis/#>

CONGESTION MITIGATION				
• Does the project provide improvements via capacity or non-capacity improvements that will help reduce congestion?		X		
• Is the project located on the Metro RTP CMP network?	X			

CMAQ On-Road Mobil Source Emission Targets	Yes	No	kg/day	Note
• Does the project include CMAQ funding?	X			See Attachment 1 to the Staff Report for the complete CMAQ Emission Reduction Analysis Report
• Was an Emission Reduction Analysis (ERA) completed and approved?	X			
• Does the ERA include PM 2.5 reductions?		X	N/A	
• Does the ERA include PM 10 reductions?		X	N/A	
• Does the ERA include Volatile Organic Compound (VOC) reductions	X		.226	
• Does the ERA include carbon monoxide (CO) reductions?	X		9.05	
• Does the ERA include CO2 reductions		X	N/A	
• Does the ERA include nitrogen oxides (NO _x) reductions?	X		.509	

Note: The Emission Reduction Analysis data is normally sourced from Metro's approved CMAQ air quality Emission Reduction Analysis Summary Report completed for each MTIP Update or when CMAQ is awarded to the project unless otherwise noted above for the project.

Particulate Matter (PM): PM stands for **particulate matter** (also called particle pollution) and is a term for a mixture of solid particles and liquid droplets found in the air. Some particles, such as dust, dirt, soot, or smoke, are large or dark enough to be seen with the naked eye. Others are so small they can only be detected using an electron microscope:

- Particulate Matter 2.5: Fine inhalable particles, with diameters that are generally 2.5 micrometers and smaller. How small is 2.5 micrometers? Think about a single hair from your head. The average human hair is about 70 micrometers in diameter – making it 30 times larger than the largest fine particle.
- Particulate Matter 10: PM10 are inhalable particles, with diameters that are generally 10 micrometers and smaller.

Volatile Organic Compounds (VOC): **VOCs** are compounds that easily become vapors or gases. **VOCs** are released from burning fuel such as gasoline, wood, coal, or natural gas. They are also released from many consumer products: Cigarettes. Solvents.

Carbon monoxide: (CO): **Carbon monoxide** is a colorless, odorless gas that can be harmful when inhaled in large amounts. CO is released when something is burned. The greatest sources of CO to outdoor air are cars, trucks and other vehicles or machinery that burn fossil fuels.

Carbon dioxide (CO₂): **Carbon dioxide** is a chemical compound composed of one carbon and two oxygen atoms. It is often referred to by its formula **CO₂**. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas. Carbon dioxide enters the atmosphere through burning fossil fuels (coal, natural gas, and oil), solid waste, trees and other biological materials, and also as a result of certain chemical reactions (e.g., manufacture of cement

Nitrogen Oxides (NO_x): **Nitrogen oxides** are a family of poisonous, highly reactive gases. These gases form when fuel is burned at high temperatures. NO_x pollution is emitted by automobiles, trucks and various non-road vehicles (e.g., construction equipment, boats, etc.) as well as industrial sources such as power plants, industrial boilers, cement kilns, and turbines

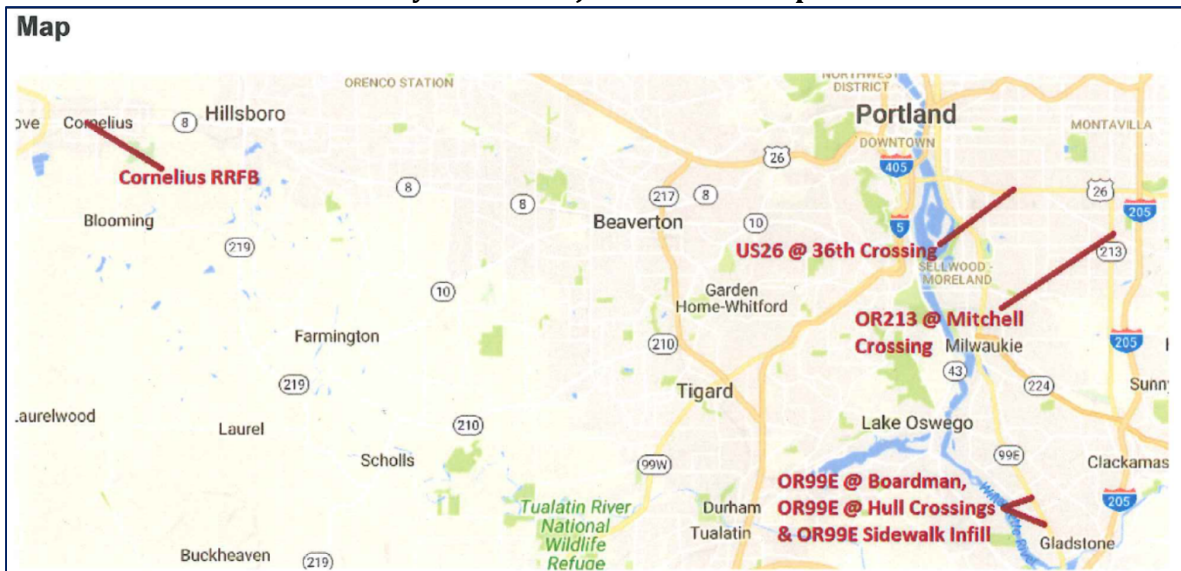
Project 2: Road Safety Audit Implementation																																																																																					
Lead Agency:	ODOT																																																																																				
ODOT Key Number:	20414 MTIP ID Number: 70970																																																																																				
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB Source: Existing project. Funding: The project grouping bucket is a funding bucket relying on Advance Construction funding as the programming commitment Project Type: Active transportation, bike/pedestrian improvement Location: Various - Region 1 Cross Street Limits: N/A Overall Mile Post Limits: Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3722 MTIP Amendment Number: AP20-11-APR 																																																																																				
What is changing?	<p>AMENDMENT ACTION: ADD FUNDING</p> <p>The formal amendment splits off \$150,000 total from the project grouping bucket in FY 2021 and advances it to FY 2020. The \$150k is being committed to Key 20479 (also part of this amendment bundle).</p> <p>Key 20414 is a project grouping funding bucket which contains federal funds for safety improvement projects (HSIP and others) as they are approved by ODOT.</p> <table border="1" data-bbox="483 1241 1382 1577"> <thead> <tr> <th colspan="2">Name: Road safety audit implementation</th> <th colspan="2">Key: 20414</th> </tr> </thead> <tbody> <tr> <td colspan="2">Description: Address unanticipated safety improvements as identified</td> <td colspan="2">Region: 1</td> </tr> <tr> <td>MPO: Portland Metro MPO</td> <td>Work Type: SAFETY</td> <td colspan="2"></td> </tr> <tr> <td>Applicant: ODOT</td> <td>Status: BUCKET OF FUNDS</td> <td colspan="2"></td> </tr> <tr> <th colspan="4">Location(s)-</th> </tr> <tr> <th>Mileposts</th> <th>Length</th> <th>Route</th> <th>Highway</th> </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> <th colspan="4">Current Project Estimate</th> </tr> <tr> <th></th> <th>Planning</th> <th>Prelim. Engineering</th> <th>Right of Way</th> </tr> <tr> <th></th> <th>Utility Relocation</th> <th>Construction</th> <th>Other</th> </tr> <tr> <th>Year</th> <td></td> <td></td> <td></td> </tr> <tr> <th>Total</th> <td></td> <td></td> <td>\$1,689,244.00</td> </tr> <tr> <th>Fund 1</th> <td></td> <td></td> <td>ACPD \$1,689,244.00</td> </tr> <tr> <th>Match</th> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">Footnote: \$1,689,244 Total ARTS allocation</td> </tr> <tr> <th colspan="4">Most Recent Approved Amendment</th> </tr> <tr> <td colspan="2">Amendment No: 18-21-3296</td> <td colspan="2">Approval Date: 12/13/2019</td> </tr> <tr> <td colspan="4">Requested Action: Slip the project to federal fiscal year 2021 for delivery.</td> </tr> </tbody> </table> <p>The FY 2021 programming reflects an expected commitment level of funding supporting safety improvement projects. Because ODOT uses the federal placeholder fund type code of Advance Construction (or ADVCON), it gives them the flexibility to add existing state funding to a project to be later credited with the federal funds from FY 2021.</p> <p>In Key 20479, the PE phase adds the \$150,000 of Advance Construction finds which is drawn from Key 20414. This is the fund accounting portion to the fund split. The use of Advance Construction this way does require approval from FHWA.</p>	Name: Road safety audit implementation		Key: 20414		Description: Address unanticipated safety improvements as identified		Region: 1		MPO: Portland Metro MPO	Work Type: SAFETY			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	Year				Total			\$1,689,244.00	Fund 1			ACPD \$1,689,244.00	Match				Footnote: \$1,689,244 Total ARTS allocation				Most Recent Approved Amendment				Amendment No: 18-21-3296		Approval Date: 12/13/2019		Requested Action: Slip the project to federal fiscal year 2021 for delivery.			
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	<p>In reality, ODOT will commit existing State funds to the PE phase of Key 20479 through this process. When the added Advance Construction funds are obligated, then this reflect the date when ODOT will use their State funds to cover the project costs. ODOT will use their own existing funds to cover the phase costs the Advance Construction funds are programmed for the time the funds are obligated.</p> <p>This allows the required PE phase activities to continue in Key 20479. ODOT initially absorbs the phase costs. At a future time (most likely in FY 2021 – post October 2020), the actual federal funds will be available. ODOT will designate the federal fund type code (e.g. HSIP, STBG-State, or etc.) they wish to apply in place of the Advance Construction fund type code. At that time the Advance Construction fund type code is converted to the actual federal fund type code (e.g. Highway Safety Improvement Program or HSIP). At this point, ODOT can now seek reimbursement for the phase costs they incurred using their State funds back to the date of the obligation of the Advance Construction.</p> <p>The use of federal Advance Construction funds originated back around 2005 and is primarily used only by State DOTs as a way to address federal fund liquidity issues and federal fund shortfalls without stopping a project.</p>
<p>Additional Details:</p>	<p>Key 20479 in this amendment bundle reflects the revised commitment of the Advance Construction funds for the PE phase.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, Key 20414 is part of the large scope and limits change to Key 20479 which requires a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The project grouping bucket in Key 20414 is reduced by \$150k which decrease the programmed amount from \$1,689,244 to \$1,539,244.</p>
<p>Added Notes:</p>	<p>OTC approval was not required to complete the amendment</p>

Project 3: Region 1 Bike Ped Crossings	
Lead Agency:	ODOT
ODOT Key Number:	20479 MTIP ID Number: 71005
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Bike and pedestrian improvements at select locations on 82nd Ave (OR-213); McLoughlin (OR-99E) on Powell (US-26) and OR8 at Baseline. Includes RRFBs; medians; illumination; crosswalks; tree trimming/removal; ADA upgrades; and other safety improvements. • Source: Existing project. • Funding: The project includes a combination of: <ul style="list-style-type: none"> ○ Federal Highway Safety Improvement Program (HSIP) funds ○ State Transportation Alternatives Program (TAP) funds ○ HSIP Section 164 federal funds ○ Federal Advance Construction funds ○ State funds • Project Type: Safety improvements • Location: At multiple site locations on OR213m OR99E and OR8 • Cross Street Limits: Multiple • Overall Mile Post Limits: <ul style="list-style-type: none"> ○ OR213: MP 2.53 and 5.60 ○ OR99E MP9.5 to 10.5 ○ OR8: MP 16.67 • Current Status Code: 5 = (ROW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation. • STIP Amendment Number: 18-21-3722 • MTIP Amendment Number: AP20-11-APR
What is changing?	<p>AMENDMENT ACTION: SCOPE AND LIMITS CHANGE</p> <p>The formal amendment adds \$150k (ADVCON finds) from Key 20414 to the PE phase. There are three actions through this amendment. They include:</p> <ol style="list-style-type: none"> 1. There is a small stretch of highway along the Tualatin Valley Hwy (OR8; MP 14.20 to 15.70) that connects the City of Hillsboro and City of Cornelius that has a rural appearance. This stretch of highway's Federal Functional Class is an Urban Other Principle Arterial with a speed limit of 50-MPH. <p>The roadway is wide with 4 total travel lanes, two lanes for east/westbound travel with a large section from SW 331st Ave (MP 14.66) to SW 26th Ave (MP 15.72) with either a center two-way-left-turn-lane or a designated left turn lane in the center. There are several T-intersections where the only inlet and outlet from the neighborhood is the connection from OR8. There are no marked crosswalks or signalized intersections between SW 17th Ave (MP 14.15) and N 26th Ave.</p> <p>There is limited to no street lights along this corridor at and between the T-intersections. This stretch of highway has</p>

	<p>experienced severe and fatal crashes involving pedestrians, bicyclist and motorist in the past several months. This STIP amendment adds funds to conduct a Road Safety Audit on this stretch of highway.</p> <ol style="list-style-type: none"> The Powell Blvd locations are deleted from the project scope. The project limits on OR99E are reduced to be 9.5-10.5 																																																																						
<p>Additional Details:</p>	<table border="1"> <thead> <tr> <th colspan="7">Identified Site Locations for Planned Improvements</th> </tr> <tr> <th>Route</th> <th>Highway</th> <th>MP Begin</th> <th>MP End</th> <th>Length</th> <th>Street</th> <th>City</th> </tr> </thead> <tbody> <tr> <td>OR213</td> <td>Cascade North</td> <td>5.60</td> <td>5.60</td> <td>0.00</td> <td>82nd Ave</td> <td>Portland</td> </tr> <tr> <td>OR213</td> <td>Cascade North</td> <td>2.53</td> <td>2.53</td> <td>0.00</td> <td></td> <td>Portland</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>16.57</td> <td>16.57</td> <td>0.00</td> <td>Adair/Baseline</td> <td>Cornelius</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.32</td> <td>14.87</td> <td>0.55</td> <td></td> <td></td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.15</td> <td>14.31</td> <td>0.16</td> <td></td> <td>Hillsboro</td> </tr> <tr> <td>OR8</td> <td>Tualatin Valley Highway</td> <td>14.88</td> <td>15.72</td> <td>0.84</td> <td></td> <td>Cornelius</td> </tr> <tr> <td>OR99E</td> <td>Pacific Hwy East</td> <td>10.50</td> <td>9.50</td> <td>1.00</td> <td></td> <td>Gladstone</td> </tr> <tr> <td>OR99E</td> <td>Pacific Hwy East</td> <td>10.50</td> <td>9.50</td> <td>1.00</td> <td></td> <td></td> </tr> </tbody> </table>	Identified Site Locations for Planned Improvements							Route	Highway	MP Begin	MP End	Length	Street	City	OR213	Cascade North	5.60	5.60	0.00	82 nd Ave	Portland	OR213	Cascade North	2.53	2.53	0.00		Portland	OR8	Tualatin Valley Highway	16.57	16.57	0.00	Adair/Baseline	Cornelius	OR8	Tualatin Valley Highway	14.32	14.87	0.55			OR8	Tualatin Valley Highway	14.15	14.31	0.16		Hillsboro	OR8	Tualatin Valley Highway	14.88	15.72	0.84		Cornelius	OR99E	Pacific Hwy East	10.50	9.50	1.00		Gladstone	OR99E	Pacific Hwy East	10.50	9.50	1.00		
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, significant scope changes that remove approved work elements or that change the project limits by more the 0.25 miles require a formal amendment</p>																																																																						
<p>Total Programmed Amount:</p>	<p>The total programmed amount increases from \$3,335,852 to \$3,474,051 with the additional \$150k from Key 20414</p>																																																																						
<p>Added Notes:</p>																																																																							

Key 20479 Project Location Map



Project 4:		Redline Extension to Gateway Double Track Project	
Lead Agency:	TriMet		
ODOT Key Number:	20849	MTIP ID Number:	70935
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development. Source: Existing project. Funding: Pending FTA Small Start Discretionary grant (\$100 million) plus local funds, and some additional Metro allocated federal funds) <p>The</p> <ul style="list-style-type: none"> Project Type: Transit Capital – Capacity Enhancing Project Location: PDX Airport, Gateway Transit Center and from Beaverton to the Hillsboro Fair Complex/Hillsboro Airport MAX Station Cross Street N/A Overall Mile Post Limits: N/A Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) STIP Amendment Number: TBD MTIP Amendment Number: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: CANCEL PROJECT</p> <p>The formal amendment cancels Key 20849 in the 2018-21 MTIP. The PE phase for the project is scheduled to start during FY 2021. As a result it is being programmed in the new draft 2021-2024 MTIP.</p> <p>Currently, the project was added to the 2018 MTIP as a placeholder with the anticipation that the project’s final engineering (or Project Specifications, and Estimates (PS&E) would commence in FY 2020. However, the updated timing from TriMet now reflects final engineering starting in FY 2021.</p> <p>Due to the programming structure in the STIP, Key 20849 could not be carried over into the new 2021-2024 STIP. A new key number and project would have to be established even if PE did commence in FY 2020. With the PE phase not starting until FY 2021, Key 20849 has become an unnecessary entry in the current 2018 MTIP. Additionally, since the Red Line Extension project will be assigned a new Key Number in the 2021-2024 STIP and MTIP, canceling Keu 20849 from the 2018-2021 MTIP is a requirement for accounting and auditing purpose.</p>		
Additional Details:	<p>As shown in Attachment 2, \$18.1 million is being added to the project PE phase supporting final engineering actions.</p> <p>The scope of the project does not change as a result of this programming change. The proposed main improvements still are:</p> <ul style="list-style-type: none"> Extend the Red Line from Beaverton Transit Center MAX station to 		

- Fair Complex/Hillsboro Airport MAX station
- Complete double track improvements from Gateway to PDX airport
- Construct a Red Line Station at Gateway Transit Center just north of the current Gateway Transit Center
- Construct a pedestrian path allowing pedestrian access between the current Gateway station and the new Red Line station.

The estimate total project cost is \$206 million. Construction is planned to commence during the 2021/22 timeframe with opening during 2023/24



Rendering of the new Gateway Red Line MAX Station just north of the current Gateway Station

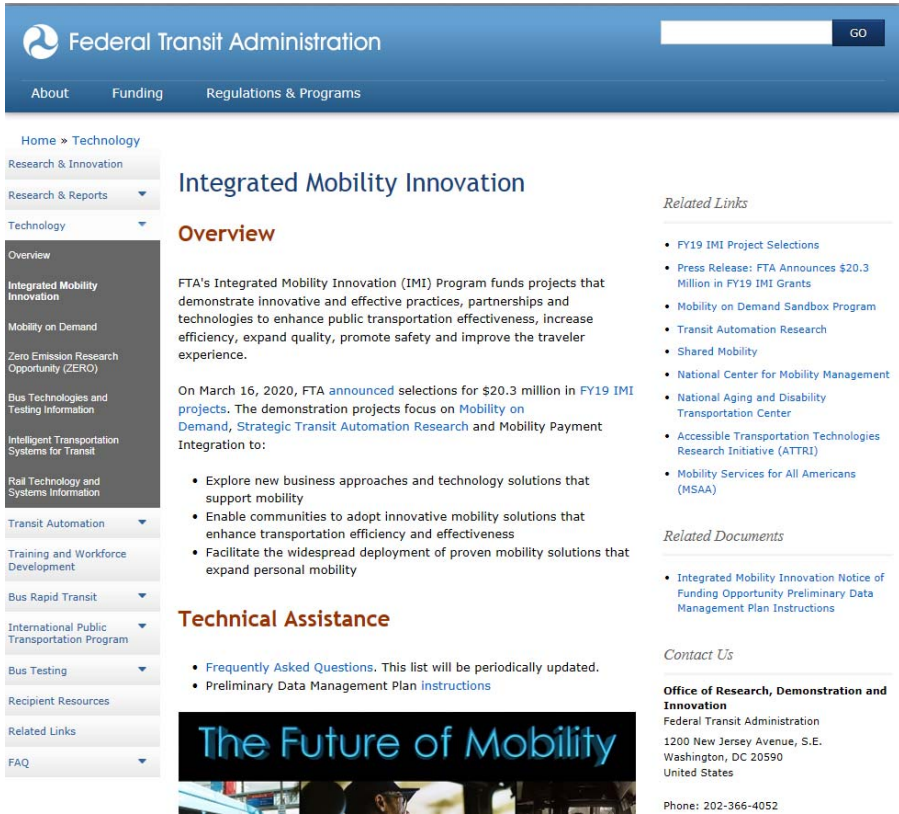


Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding project funding is treated like a cost increase. The addition of \$6.8 million to fully program the project exceeds all Matrix cost increase thresholds triggering the formal amendment.

<p>Total Programmed Amount:</p>	<p>Full project programming is added to the project and includes past prior obligated committed funds. The estimated total project cost is \$6,860,740.</p>
<p>Added Notes:</p>	<p>Attachment 2 provides a PE programming summary of the Red Line Extension project in the new 2021-2024 MTIP. Added Note: The Red Line Extension Project is not being cancelled and will move forward into final engineering this fall. Only the project entry in the 2018 MTIP is being cancelled as a new project entry will be included in the 2021-24 MTIP.</p>

Project 5:		TriMet STEPS to MOD & MPI Demonstration Project (New Project)	
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Develop a mobility payment system that integrates payment for multiple modes into a single transaction Source: New Project. Funding: The project received a discretionary Federal Transit Administration (FTA) Section 5312 grant from the FY 2019 Integrated Mobility Innovation funding program Project Type: Transit Location: TriMet Service area Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: T22 = Programming actions in progress or programmed in current MTIP STIP Amendment Number: TBD MTIP Amendment Number: AP20-11-APR 		
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds TriMet's discretionary grant award to the MTIP from FTA's Integrated Mobility Innovation (IMI) FY 2019 funding program. TriMet's project is called the "STEPS to MOD & MPI Demonstration Project" and will Develop a mobility payment system that integrates payment for multiple modes into a single transaction.</p> <p>The grant originates from FTA's Integrated Mobility Innovation (IMI) Program which funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience.</p>		
Additional Details:	<p>FTA's IMI 2019 funding opportunity provides \$15 million for demonstration projects focused on three areas of interest:</p> <ol style="list-style-type: none"> Mobility on Demand, Strategic Transit Automation Research Mobility Payment Integration <p>The purpose of the funding program is to:</p> <ul style="list-style-type: none"> Explore new business approaches and technology solutions that support mobility Enable communities to adopt innovative mobility solutions that enhance transportation efficiency and effectiveness Facilitate the widespread deployment of proven mobility solutions that expand personal mobility <p>Additional program details can be found at: https://www.transit.dot.gov/IMI</p>		

	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The 5312 grant is \$1,812,282/ With match and overmatch, the total programmed amount is \$2,339,782</p>
<p>Added Notes:</p>	

TRANSIT Asset Management Targets	Yes	No	N/A	Note
<p><u>Rolling Stock – Replacement:</u></p> <ul style="list-style-type: none"> Does the transit project include rolling stock (buses, rail cars/cabs, Vans) to replace existing fleet vehicles? 		X		
<p><u>Rolling Stock – Expansion:</u></p> <ul style="list-style-type: none"> Does the transit project include rolling stock (buses, rail cars/cabs, Vans) for fleet expansion needs? 		X		
<p><u>Service Support vehicles – Replacement:</u></p> <ul style="list-style-type: none"> Does the transit project include service or support vehicles (trucks, cars, rail equipment, etc.) to replace existing service vehicles? 		X		

<p><u>Service Support Vehicles – Expansion:</u></p> <ul style="list-style-type: none"> Does the transit project include service or support vehicles (trucks, cars, rail equipment, etc.) that expands the existing service vehicles fleet 		X		
<p><u>Facility Improvements:</u></p> <ul style="list-style-type: none"> Does the transit project include funds designated to improve the condition of marginal or poor existing facilities? (rating of 2 or 1) 		X		
<p><u>New/Expansion Transit Services:</u></p> <ul style="list-style-type: none"> Does the transit project include funds designed for facility expansion needs to address new or expanded transit services? 		X		
<p><u>Transit Infrastructure Improvements:</u> (Existing system or for expansion)</p> <ul style="list-style-type: none"> Does the project include funds and deliverables intended to support transit infrastructure (tracks, communications, etc. to support increased transit performance? 	X			<p>The IMI grant program supports demonstration projects intended to enhance transit efficiency and effectiveness</p>

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.

- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.

- Passes the RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming within in the MTIP
 - If a capacity enhancing project – is identified in the approved Metro modeling network

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.

- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1.	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2.	Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3.	Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4.	Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1.	Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2.	Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3.	Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4.	Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5.	Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6.	Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7.	Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- Reviewed and initially assessed for Performance Measurement impacts to include:
 - Safety
 - Asset Management - Pavement
 - Asset Management – Bridge
 - National Highway System Performance Targets
 - Freight Movement: On Interstate System
 - Congestion Mitigation Air Quality (CMAQ) impacts
 - Transit Asset Management impacts
 - RTP Priority Investment Areas support
 - Climate Change/Greenhouse Gas reduction impacts
 - Congestion Mitigation Reduction impacts
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the April 2020 Formal MTIP amendment (AP20-11-APR) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	March 26, 2020
• TPAC notification and approval recommendation.....	April 3, 2020
• JPACT approval and recommendation to Council.....	April 16, 2020
• Completion of public notification process.....	April 24, 2020
• Metro Council approval.....	May 7, 2020

Notes:

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

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Amendment bundle submission to ODOT for review.....	May 12, 2020
• Submission of the final amendment package to USDOT.....	May 12, 2020
• ODOT clarification and approval.....	Late May, 2020
• USDOT clarification and final amendment approval.....	Mid-May, 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT requests Metro Council approve Resolution 20-5094 consisting of five projects enabling the projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

- TPAC notification and approval date: April 3, 2020
- JPACT approval date: April 16, 2020

Attachments:

1. NW Division Complete Street CMAQ Emission Reduction Analysis report
2. TriMet Red Line Extension PE programming Draft for the 2021-2024 MTIP and STIP
3. FTA Integrated Mobility Innovation 2019 Grant Award List

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
ODOT CMAQ Guidelines			
PROJECT INFORMATION			
Project Title	NW Division Complete Street Project – Phase 1: Wallula Ave to Birdsdale Ave		
MPO (if Applicable)	Metro	STIP #	16986
Agency (applicant)	City of Gresham		
Address	1333 N.W. Eastman Parkway, Gresham, OR 97030		
Primary Contact	Katherine Kelly		
Telephone	503-618-2110	Public-Private Partnership? Y/N	N
Email	Katherine.kelly@greshamoregon.gov		
Responsible Agency	City of Gresham		
Project Location (City)	City of Gresham		
Project Delivery	Certified Agency: X	SFLP (non MPO)_____	ODOT Delivered_____
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input type="checkbox"/>	Public Transportation Improvements	<input type="checkbox"/>	Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input checked="" type="checkbox"/>	Pedestrian/Bicycle Infrastructure	<input type="checkbox"/>	Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction	<input type="checkbox"/>	Project is a TCM
Infrastructure project is on a: <input checked="" type="checkbox"/> Roadway, <input type="checkbox"/> Bikeway or Sidewalk, <input type="checkbox"/> Transit, <input type="checkbox"/> Other			
Non-Infrastructure Project includes: <input type="checkbox"/> Operating Assistance, <input type="checkbox"/> Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): NW Division Street	Functional Class: Minor Arterial, Frequent Transit Service Bus, Regional Bikeway, Pedestrian Parkway		
Cross Streets, Termini: Wallula Avenue, Birdsdale Avenue	Total Linear Feet: 2,574		

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	Total
Project Development	Prior Obligated	\$161,514	\$0	\$18,486	\$100,000	\$280,000
Design/ Engineering	FFY 2022		\$712,537	\$81,553		\$794,090
Right of Way	FFY 2024		\$1,076,760	\$123,240		\$1,200,000
Construction	FFY 2026		\$3,361,733	\$384,765	\$720,172	\$4,466,670
Operating Assistance (if applicable)						
Other – Utility Relocation	FFY 2024		\$89,730	\$10,270		\$100,000
Totals		\$162,514	\$5,240,760	\$628,314	\$820,172	\$6,840,760
Duration of Project Funding (Years) 5 Expected first year of billing: FFY 2022						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
PROJECT NARRATIVE						
<p>The Sidewalk gaps exist on both sides of the street, with gaps of over 800 feet in length between NW Wallula and NW Birdsedale Avenues. Bike lanes currently do not exist. Completion of the sidewalk and bicycle network will enhance access to transit stations being developed on the north and south sides of NW Division at NW Angeline St. Those stations will be constructed by 2021 as part of the Division Transit Project (DTP), a bus rapid transit line that will provide important connections within Gresham and the region.</p>						

EMISSIONS REDUCTIONS

Metro's uses well studied off-model assessments to estimate emissions benefits and reductions from bicycle and pedestrian investments. The two main analytical methods used are: 1) the Benefit-Cost Analysis of Bicycle Facilities; and 2) the Goldsmith methodology. Used in previous CMAQ emissions reduction benefits analyses as well as part of the transportation control measures analysis for the Portland metropolitan area State Implementation Plans (SIP) for carbon monoxide and ozone, the combined methods determine the rate of usage and trips shifted as a result of building and improving active transportation facilities.

The Benefit-Cost Analysis analysis method helps to estimate new bicycle riders to utilize a new facility. The the method estimates the new bicycle commuters that will use the facility in opening year based on different factors such as current bicycling commuter cycling rate in the metro region, land use density near the project, etc. With an understanding of the new bicycle commuters to use a newly opened facility, the Goldsmith methodology estimates the number of the new bicycle commuters that made the switch from single occupancy vehicles and thus reduce emissions in doing so. The Goldsmith methodology uses survey and population data to estimate induced demand of constructing bicycle facilities.

Once there is an estimate of trips diverted from single occupancy vehicle driving to bicycling on the newly opened facility, information from the 2011 Oregon Household Activity Survey for the Portland-metro region applied to emissions factors produced by MOVES2014a determine the estimated emissions reductions and air benefit of the project.

In applying this off model analysis, the results shows the NW Division complete street project will produce the emissions reduction benefit as listed. This is similar and in line with previous active transportation infrastructure projects with similar characteristics funded with CMAQ.

Use the following boxes to show estimated reduction amount (kg/day).

VOC	.226	CO	9.05
NOx	.509	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit	Indefinite/1 Years		

SUPPORTING INFORMATION

SUPPORTING INFORMATION: List all applicable and attach documents to submittal email

- Map showing project location (required)
- Indicate what level of Operating Assistance will be required (if applicable)
- Detailed Project Cost Estimate/Budget and Schedule (required)
- Detailed Timeline for Project (required)
- Documentation if Project is a TCM in an approved SIP
- Buy America information or waiver request (if applicable)
- Cost Effectiveness Assessment (required for MPOs)
- Overview of MPO public process and criteria in project selection (required for MPOs)
- Additional quantitative or qualitative emissions analysis information
- Project Sketch/drawings or plans (required)
- Any other supporting documentation that may support successful award

Attachment 1: NW Division Complete Street CMAQ Emission Reduction Analysis

SUBMISSION			
Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	
	Name and Title		
Submit Completed Application to:			
E-mail: CMAQ@odot.state.or.us Subject Line: CMAQ [Agency Name] Application [Year]			

REVIEW AND APPROVAL (ODOT USE ONLY)

ODOT Emissions Review:			
	Air Quality Program Coordinator		Date
Accept/Reject (ODOT CMAQ Program Manager):		Date:	
Reason for ODOT Rejection, if applicable.			
FHWA Concurrence/Rejection			
	FHWA CMAQ Coordinator		Date
Reason for FHWA Rejection, if applicable.			



Metro
2018-21 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

2021-2026 MTIP Inclusion
ADD NEW PROJECT
 Initial Programming

Lead Agency: TriMet		Project Type: Transit	ODOT Key: New
Project Name: MAX Redline Extension to Gateway Double Track Project MAX Red Line Extension & Reliability Improvements		ODOT Type: Transit	MTIP ID: New
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Performance Meas: Yes	Status: 3
Short Description: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development. Final Engineering activities to Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track sections near Gateway/NE 99th Ave & PDX Airport, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path.		Capacity Enhancing: Yes	Comp Date: 6/30/2024
		Conformity Exempt: No	RTP ID: 10922
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: N/A	MTIP Amnd #: N/A
Detailed Description: Constructing pocket track at Fair Complex/Hillsboro Airport MAX station to enable extended Red Line service to Fair Complex/Hillsboro Airport MAX station and turnaround combined with new track work and a new station at Gateway and new track work at Portland Airport MAX station to improve system operations. Programmed funds for project development only. In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek.SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. Include track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new storage track at Ruby Junction Rail Yard, plus construct new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations.			
STIP Description:TBD			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2021		\$ 4,000,000				\$ 4,000,000
								\$ -
							Federal Totals:	\$ 4,000,000
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021		\$ 457,818				\$ 457,818
Other	OVM	2021		\$ 13,649,139				\$ 13,649,139
								\$ -
								\$ -
							Local Total	\$ 14,106,957
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:				\$ 18,106,957	\$ -	\$ -	\$ -	\$ 18,106,957
Year Of Expenditure (YOE):								\$ 206,000,000

Notes and Summary of Changes:

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

Amendment Summary:

The above phase programming is only for PE at this time. The approved activities are to complete final engineering (PS&E) and complete final cost estimates. The expected 5309 Small Starts award will be added to the project as part of the first amendment to the new 2021-2026 MTIP.

RTP References:

- > RTP ID: 10922 - HCT: MAX Red Line Improvements Project - Capital Construction
- > RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.
- > Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.
- > Capacity Enhancing/RTP Consistency Review:
 - > 1. The new MAX Red Line Extension is identified in the Transit Modeling Network correctly up to the Fair Complex/Hillsboro Airport station.
 - > 2. Applicable upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.
- > No action to the UPWP is required.

Fund Codes:

- > 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.
- > STBG-U = Surface Transportation Block Grant - Urban funds allocated to Metro
- > Local = General local funds provided by the lead agency as part of the required match to the project
- > Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

Other

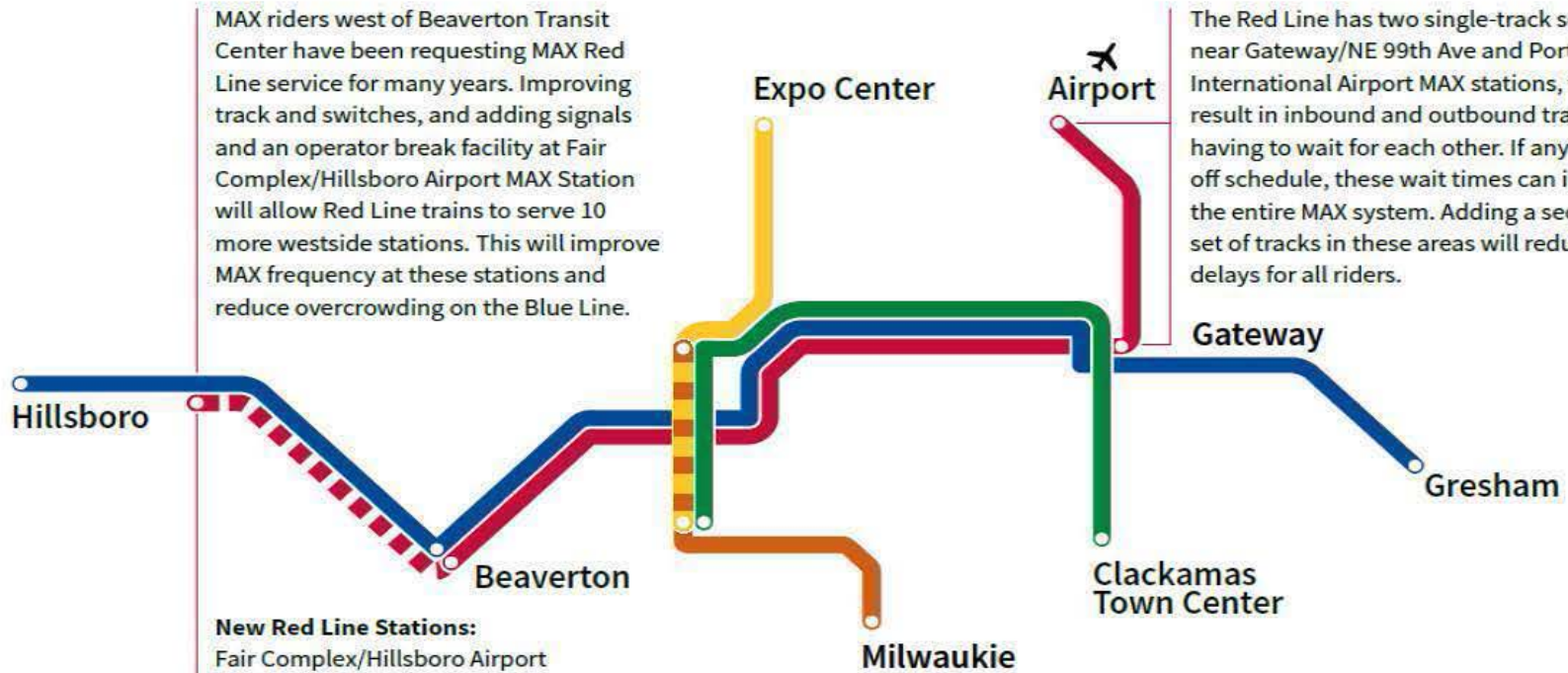
- > On NHS: No
- > Metro Model: Yes, Transit Model
- > Model category and type: Light Rail
- > TCM project: No

A BETTER RED

Improves on-time performance on all five MAX lines and extends MAX Red Line to 10 stations in Beaverton and Hillsboro

MAX riders west of Beaverton Transit Center have been requesting MAX Red Line service for many years. Improving track and switches, and adding signals and an operator break facility at Fair Complex/Hillsboro Airport MAX Station will allow Red Line trains to serve 10 more westside stations. This will improve MAX frequency at these stations and reduce overcrowding on the Blue Line.

The Red Line has two single-track sections, near Gateway/NE 99th Ave and Portland International Airport MAX stations, which result in inbound and outbound trains having to wait for each other. If any train is off schedule, these wait times can impact the entire MAX system. Adding a second set of tracks in these areas will reduce delays for all riders.



New Red Line Stations:

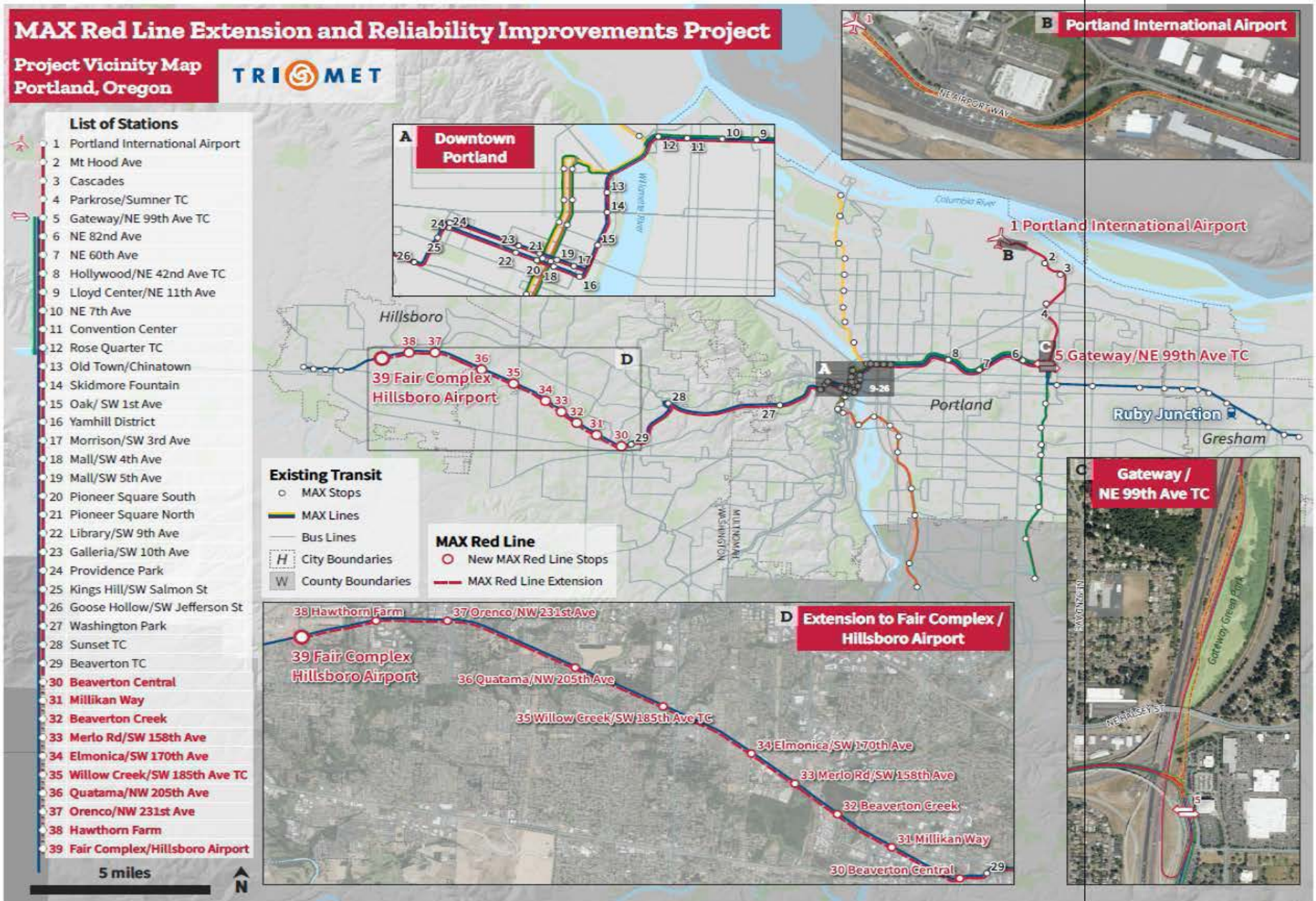
- Fair Complex/Hillsboro Airport
- Hawthorn Farm
- Orenco
- Quatama
- Willow Creek/SW 185th Transit Center
- Elmonica/SW 170th
- Merlo/SW 158th
- Beaverton Creek
- Millikan Way
- Beaverton Central

Estimated Timeline

Design 2017-2021	Construction 2021-2023	Opening 2023-2024
----------------------------	----------------------------------	-----------------------------

Preliminary Estimated Budget

Approximately \$208 million
with \$100 million to be requested from the Federal Transit Administration



Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

[United States Department of Transportation](#)

[About DOT](#) | [Our Activities](#) | [Areas of Focus](#)

Integrated Mobility Innovation (IMI) Fiscal Year 2019 Selected Projects

Click on a header to sort by that column.

Project Sponsor	Project Description	Funding
Matanuska-Susitna Borough	The Matanuska-Susitna Borough will receive funding on behalf of four rural transit providers to implement a platform that centralizes dispatch, fleet management, call-taking and payment across providers. The system will assign trips to the lowest-cost, eligible provider and allow riders flexible request and payment options.	\$231,191
Baldwin County Commission	The Baldwin County Commission will receive funding to create a mobility-on-demand platform to automate routing, scheduling and dispatching technology. It will enhance transit access for all residents of the Mobile area while increasing efficiency, reducing wait times and improving reliability.	\$260,800
San Joaquin Regional Transit District	The San Joaquin Regional Transit District will receive funding to create standard payment integration and trip planning apps across local and regional transit providers. Riders will be able to access and pay for services by multiple providers on the same trip. The project will include marketing and rider-education strategies.	\$306,000
City of Boulder, Colorado	The City of Boulder will receive funding to develop autonomous route optimization	\$224,000

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	software to provide on-demand, wheelchair-accessible transportation to older adults, people with disabilities, and low-income individuals. The software will process ride requests and re-organize routes in real time to expand capacity, reduce costs and better meet rider needs.	
Connecticut Department of Transportation	The Connecticut Department of Transportation will test automated, electric buses on its CTfastrack bus rapid transit corridor to improve safety for riders with disabilities. Precision, automated docking and platooning will eliminate driver errors that result in wide platform gaps and other unsafe situations and also will reduce delays.	\$2,000,000
Greater Hartford Transit District	The Greater Hartford Transit District will receive funding to develop a responsive, 24/7 transportation option for older adults and people with disabilities to fill gaps in service throughout Connecticut. The District will partner with a paratransit provider and use technology and "smart" routing to improve response times and the traveler experience.	\$630,000
Georgia Regional Transportation Authority for Atlanta-Region Transit Link Authority (ATL)	The Georgia Regional Transportation Authority on behalf of Atlanta-Region Transit Link Authority will receive funding to develop a multi-modal journey planning application to include live navigation and integrated mobility payment options to provide a seamless passenger experience throughout the Atlanta region.	\$430,400
Kootenai County	Kootenai County will receive funding to explore an open architecture fare payment system. The project will close gaps in transportation services in Idaho's second-most populous region, while determining cost effective and efficient transportation options and solutions for riders.	\$150,000
City of Columbus	The City of Columbus, Indiana will receive funding to develop an automated shuttle circulator to increase transit options and reduce wait times. The routes will mainly	\$320,620

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	serve riders who are low-income, seniors, and people with disabilities.	
Cecil County, Maryland	Cecil County, Maryland, will receive funding to expand on-demand transit service to increase accessibility and provide more mobility options to people in substance recovery. The project will create a complete trip service model providing access to jobs, school, shopping, legal services and other vital services.	\$562,845
Independent Transportation Network (ITN)	The Independent Transportation Network will receive funding to expand its mobility-on-demand transit model designed for older adults and people with disabilities in Portland, Maine, to new rural communities in Maine, Kentucky and California. Using an automated routing and scheduling platform, it will increase access to trips.	\$1,658,025
Michigan Department of Transportation	The Michigan Department of Transportation will receive funding on behalf of three regional agencies in northwest Michigan to develop a mobility-on-demand service to meet the non-emergency medical transportation needs of rural residents. The grant will support technology that consolidates dispatch scheduling, asset condition reports and security systems across the agencies.	\$276,499
Arrowhead Economic Opportunity Agency	The Arrowhead Economic Opportunity Agency will receive funding to link rural residents in northeast Minnesota to multiple public transit systems using on-demand transit and private taxi providers to enhance first mile/last mile options for riders. The project will include an online portal and website focused on coordinating rural transportation services.	\$952,807
Wake County Human Services	Wake County Human Services will receive funding to initiate an on-demand service to provide residents in rural areas with greater access to jobs, school, healthcare and other services. The organization will launch micro-transit services that provide a "first five-mile, last five-mile" approach	\$393,527

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	to connect rural residents with more distant services.	
Tompkins County	Tompkins County will receive funding to develop a multi-modal trip planning platform that integrates information on bus services, demand-response service, taxis, volunteer transportation, car-share and bike-share services. The platform will enable riders in rural upstate New York to plan multi-modal trips through a mobile app and web platform.	\$820,000
Central Ohio Transit Authority	The Central Ohio Transit Authority will receive funding to unify multiple streams of traffic and transit management data on a cloud-based platform and use artificial intelligence to enhance operations, improve safety and efficiency, develop new channels of communication, and improve the rider experience across the region.	\$1,725,000
Stark Area Regional Transit Authority (SARTA)	The Stark Area Regional Transit Authority will receive funding to develop an innovative alternative payment system for mobility, business and personal applications targeted to low-income, disadvantaged, disabled, student, elderly and other underserved populations.	\$1,997,503
Grand Gateway Economic Development Association	The Grand Gateway Economic Development Association will receive funding to introduce an integrated, on-demand shared-ride service in 21 rural communities in eastern and central Oklahoma. Using intelligent transportation systems, the project will connect four regional rural public transit partners with predictive scheduling and routing technology that helps riders tailor trips to meet their needs.	\$1,514,479
Tri-County Metropolitan Transportation District of Oregon	TriMet will receive funding to develop a mobility payment system that integrates payment for multiple modes into a single transaction. The project will build on TriMet's multimodal trip planner to reduce	\$1,812,282

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	travel stress with better real-time arrival predictions.	
Crawford Area Transportation Authority (CATA)	The Crawford Area Transportation Authority in rural northwestern Pennsylvania will receive funding to develop a unified system for riders taking fixed route and paratransit by combining rider validation for paratransit services with mobile ticketing. The platform will streamline the experience of taking a multi-modal trip for riders on either mode.	\$715,233
Coordinated Community Transportation Systems on behalf of River Cities Public Transit	River Cities Public Transit will receive funding to expand a program that provides transportation for oncology patients to a large hospital in central South Dakota to all types of patients within a 60-mile radius. The project will feature an integrated single payment system and allow Avera St. Mary's Hospital to hire a full-time transportation coordinator to advocate the service.	\$401,760
Memphis Area Transit Authority	The Memphis Area Transit Authority will receive funding to implement a micro-transit on-demand project in the Boxtown/Westwood neighborhood of Memphis, a low-density, suburban neighborhood with a large elderly population and infrequent transit service. Riders will be able to request rides using a mobile application or call center to destinations such as healthcare, grocery stores or government services, as well as connect to the existing transit network.	\$394,000
City of Arlington	The City of Arlington will receive funding to integrate autonomous vehicles into its existing on-demand system operated with the Via car-sharing service. The service will include a wheelchair accessible vehicle and allow University of Texas at Arlington students to ride fare free.	\$1,698,558
Virginia Department of Rail and Public Transportation	The Virginia Department of Rail and Public Transportation will receive funding to provide microtransit in rural communities in the Tidewater region. The project will	\$160,930

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Attachment 3: FTA Integrated Mobility Innovation 2019 Grant Award List

Project Sponsor	Project Description	Funding
	augment existing transit resources by leveraging mobile technology for real-time trip booking and vehicle routing, providing real-time, demand-response microtransit service.	
Whatcom Transportation Authority (WTA)	The Whatcom Transportation Authority will receive funding to provide on-demand transit service to residents in the small city of Lynden in northwest Washington. A new on-demand mobile app will allow seniors, school-aged children, people with disabilities, and people with limited income to hail an accessible van to any destination within the city.	\$719,388

Total Funds:
\$20,355,847

Updated: Monday, March 16, 2020

Related Links

- [Integrated Mobility Innovation Program](#)
- [Press Release](#)

Contact Us

Office of Research, Demonstration and Innovation

Federal Transit Administration
1200 New Jersey Avenue, S.E.
Washington, DC 20590
United States

Phone: 202-366-4052

Business Hours:
8:30 a.m.-5 p.m. ET, M-F

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Agenda Item No. 3.2

Consideration of the Council Meeting Minutes for April 23, 2020

Consent Agenda

Metro Council Meeting
Thursday, May 07, 2020

Metro

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



Metro

Minutes

Thursday, April 23, 2020

2:00 PM

<https://zoom.us/j/615079992>

Council meeting

1. Call to Order and Roll Call

Deputy Council President Juan Carlos Gonzalez called the Metro Council meeting to order at 2:03 p.m.

Present: 6 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

Excused: 1 - Council President Lynn Peterson

2. Public Communication

There was none.

3. Consent Agenda**Approval of the Consent Agenda**

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

Aye: 6 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Councilor Lewis, and Councilor Gonzalez

Excused: 1 - Council President Peterson

- 3.1 Resolution No. 20-5097, For the Purpose of Approving Amendments to the Employment Contracts for Directors, Deputy COO and General Manager of Visitor Venues
- 3.2 Resolution No. 20-5098, For the Purpose of Amending the Employment Agreements of the Metro Attorney, Chief Operating Officer, and Chief of Staff
- 3.3 Consideration of the Council Meeting Minutes for April 16, 2020

4. Resolutions

- 4.1 Resolution No. 20-5091, For the Purpose of Proclaiming April 1 Through April 30 Southeast Asian Community Recognition Month

Deputy Council President Gonzalez introduced Kathy Wai, TriMet, Sokho Eath, Cambodian American Community of Oregon, and Victor Sin and Chevy Pham, Metro staff, to present Resolution No. 20-5091, For the Purpose of Proclaiming April 1 Through April 30 Southeast Asian

Community Recognition Month. Mr. Sin explained that the resolution honored the histories of more than 55,000 Southeast Asian community members that call the Portland metropolitan area home. He thanked Metro's community partners and staff for testifying in support of the resolution, and noted that the recognition was among the first made by a major government body.

The presenters then shared testimony in support of the resolution. Written copies of their testimony can be found attached to the April 23, 2020 council meeting packet.

Council Discussion

Councilors thanked the presenters for their testimony. Councilor Chase asked how communities were being impacted by the COVID-19 crisis and how Metro could further support these groups. Councilor Craddick thanked the presenters for their words and noted that the presentation highlighted the importance of actions such as Metro's Racial Equity Strategy. Councilor Dirksen spoke to his background as a Vietnam War era veteran and expressed his support for the resolution, highlighting the important impacts of history. Councilor Lewis emphasized the importance of celebrating community. Councilor Gonzalez noted that it was crucial to support all Asian-Americans who experience racism associated with COVID-19.

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

Aye: 6 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Councilor Lewis, and Councilor Gonzalez

Excused: 1 - Council President Peterson

- 4.2 Resolution No. 20-5096, For the Purpose of Declaring a State of Emergency in the Metro Region as a Result of COVID-19 Pandemic and Delegating Authority to Metro's Chief Operating Officer

Deputy Council President Gonzalez introduced Mr. Shane Abma, Metro staff, to present Resolution No. 20-5096. Mr. Abma explained that approval of the resolution would provide the following functions: ratify the declaration of emergency in the Metro region; give the Chief Operating Officer (COO) authority to suspend, waive, or amend certain Metro administrative rules if necessary to address the pandemic; give the COO authority to amend certain solid waste franchises and non-system licenses that are related to putrescible waste to help respond to the pandemic; give the COO authority to suspend provisions of Metro Code Chapters 5.01, 5.03, 5.05, with respect to certain deadlines in those chapters; and extend deadlines set forth in Metro Code Section 3.07.1430 related to processing applications for major amendments to the urban growth boundary. He added that the declaration, if adopted, would remain in effect as the emergency continues.

A motion was made by Councilor Stacey, seconded by Councilor Dirksen, that this item be approved. The motion passed by the following vote:

Aye: 6 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Councilor Lewis, and Councilor Gonzalez

Excused: 1 - Council President Peterson

5. Public Hearings

5.1 Public Hearing for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft

Deputy Council President Gonzalez introduced Mr. Ted Leybold, Metro staff, to introduce the public hearing on the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Public Review Draft. Mr. Leybold provided an overview of the MTIP, noting that it was an oversight function of all the federal transportation spending in the region. He explained that the proposed 2021-24 program included \$1.1 billion of investments, spread over 216

projects or programs representing a variety of investment types, including highways, roads, transit, active transportation, and regional programs and planning. He then reviewed the process of adoption of the MTIP and highlighted key dates.

Deputy Council President Gonzalez then opened up a public hearing on the 2021-24 Metropolitan Transportation Improvement Program (MTIP) and requested that those wishing to testify come forward to speak.

Chris Smith, City of Portland: Mr. Smith, representing the No More Freeways campaign, testified in opposition to the inclusion of the Highway 217 project. He noted that the No More Freeways group was opposed to all freeway expansions within urban areas, highlighting that 42% of all greenhouse gases in the Portland metropolitan region were from transportation. He urged the Metro Council to remove the project from the MTIP.

Seeing no one else signed up to testify, Deputy Council President Gonzalez gaveled out of the public hearing.

6. Chief Operating Officer Communication

Marissa Madrigal, Chief Operating Officer, spoke about the April 23 all-staff town hall meeting and thanked staff for participating.

7. Councilor Communication

There was none.

8. Adjourn

There being no further business, Deputy Council President Gonzalez adjourned the Metro Council meeting at 3:15 p.m. The Metro Council will convene the next regular council

meeting on May 7 at 2:00 p.m.

Respectfully submitted,

Nellie Papsdorf
Nellie Papsdorf, Legislative and Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 23, 2020

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
3.3	Minutes	04/16/20	Council Meeting Minutes for April 16, 2020	042320c-01
4.1	Testimony	04/23/20	Testimony from APANO	042320c-02
4.1	Testimony	04/22/20	Testimony from HACO	042320c-03
4.1	Testimony	04/23/20	Testimony from Chevy Pham	042320c-04
4.1	Testimony	04/22/20	Testimony from the New Year in the Pack Committee	042320c-05
4.1	Testimony	04/22/20	Testimony from the Vietnamese Community of Oregon	042320c-06
5.1	PowerPoint	04/23/20	2021-24 Metropolitan Transportation Improvement Program (MTIP)	042320c-07

Agenda Item No. 4.1

Resolution No. 20-5101, For the Purpose of Proclaiming May 5, 2020 as a Day of Awareness for Missing and Murdered Indigenous Women and Girls

Resolution

Metro Council Meeting
Thursday, May 07, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING MAY 5,) RESOLUTION NO. 20-5101
2020 AS A DAY OF AWARENESS FOR) Introduced by Council President Lynn
MISSING AND MURDERED INDIGENOUS) Peterson
WOMEN AND GIRLS

WHEREAS, Metro stands with other tribal, local, regional, state, and national governments and organizations in support of National Day of Awareness for Missing and Murdered Indigenous Women; and

WHEREAS, the lasting effect of colonization and history of oppressive policies directly correlates to the rise of violence against Indigenous women and girls in the United States, Canada, and Central America; and

WHEREAS, the disappearances and murders of Indigenous women and girls are often directly connected to domestic and other forms of violence, sexual assault, trafficking, and a history of childhood, intergenerational, and historical trauma; and

WHEREAS, these acts of violence and corresponding oversight and neglect of government law enforcement is a continued form of genocide and is a direct threat to tribal sovereignty, thus compromising Indian Country’s self-determination and self-governance; and

WHEREAS, Metro recognizes that the issues of missing and murdered Indigenous women are not isolated to reservations or rural communities, but impact urban areas like the Portland metropolitan region; and

WHEREAS, Metro supports the passage of House Bill 2625 at the Oregon Legislature, directing the Department of State Police to study how to increase and improve criminal justice resources for missing and murdered Native American women in Oregon. Metro Council passed a resolution in support of this bill on April 23rd, 2019; now therefore,

BE IT RESOLVED that the Metro Council proclaims May 7, 2020, as Day of Awareness for Missing and Murdered Indigenous Women and Girls in the greater Portland Region. We encourage other businesses, organizations, public institutions, and community members to observe this day and learn and teach others about the acute crisis facing Indigenous women.

ADOPTED by the Metro Council this 7th day of May 2020.

Approved as to Form:

Carrie MacLaren, Metro Attorney

Lynn Peterson, Council President

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5101, FOR THE PURPOSE OF PROCLAIMING MAY 5, 2020 AS A DAY OF AWARENESS FOR MISSING AND MURDERED INDIGENOUS WOMEN AND GIRLS

Date: May 5, 2020
Department: Council Office
Meeting Date: May 7, 2020

Prepared by: Andre Bealer, Council Office
Andre.Bealer@oregonmetro.gov,
971-291-0613
Presenter: Andre Bealer

ISSUE STATEMENT

American Indian and Alaskan Native women are murdered and sexually assaulted at a larger rate as high as 10 times in areas across the United States. These crimes are largely committed by non-native individuals. As of 2018, there exists no database system in the United States to track how many Indigenous women have been abducted or murdered.

The Metro Council has an opportunity to stand with other tribal, local, regional, state, and national governments and organizations in honoring May 5, 2020 as a Day of Awareness for Missing and Murdered Indigenous Women and Girls.

ACTION REQUESTED

Consideration and vote on Resolution No. 20-5101.

IDENTIFIED POLICY OUTCOMES

- 1) Renewing the Metro Council's proclamation related to a Day of Awareness for Missing and Murdered Indigenous Women and Girls.
- 2) Strategic Plan to Advance Racial Equity, Diversity, and Inclusion:
 - a. "Metro and other public agencies recognize that racial equity is a cornerstone of good governance to ensure the success of everyone, especially historically marginalized communities, by working together to end the avoidable inequities that prevent the realization of an individual's full potential and are detrimental to us collectively." (Page 13)
 - b. "By addressing the barriers experienced by people of color in the Portland metropolitan region, we will effectively also identify solutions and remove barriers for other disadvantaged groups. The result will be that all people in the region will experience better outcomes." (Page 52)

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council approval of this resolution reaffirms Metro's support in bringing awareness to the continued negative impacts of Native American women.

STAFF RECOMMENDATIONS

Staff recommends the Metro Council adopt Resolution No. 20-5101.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

1. Known Opposition/support/community feedback

No opposition known at this time.

2. Legal Antecedents

Resolution No. 19-4992 and Resolution No. 18-4891.

3. Anticipated effects

May 5, 2020 will be honored as a Day of Awareness for Missing and Murdered Indigenous Women and Girls in greater Portland.

4. Financial implications

None.

BACKGROUND

According to the Urban Indian Health Institute's 2018 report, *Missing and Murdered Indigenous Women & Girls: A snapshot of data from 71 urban cities in the United States*, of the 5,712 reports of missing American Indian and Alaska Native women and girls in 2016 only 116 cases were logged in the US Department of Justice's federal missing persons database. This same report noted that the Center for Disease Control and Prevention has reported that murder is the third-leading cause of death among American Indian and Alaska Native women and that rates of violence on reservations can be up to ten times higher than the national average.

A recent primer on missing and murdered Indigenous women by Luhui Whitebear highlighted when compared to the national averages Indigenous women are:

- 2.5 times more likely to be assaulted;
- 2 times more likely to be stalked;
- 5 times more likely to experience interracial violence;
- 10 times more likely to be murdered (on some reservations);
- More than 1 in 3 Indigenous women will be raped in her lifetime; and
- 6 in 10 Indigenous women will be physically assaulted.

There remains insufficient data on the total number of missing Indigenous women in the United States. Based on the Urban Indian Health Institute's report, "reasons for the lack of quality data include underreporting, racial misclassification, poor relationships between law enforcement and American Indian and Alaska Native communities, poor record-keeping protocols, institutional racism in the media, and a lack of substantive relationships between journalists and American Indian and Alaska Native communities" (pg. 4).

HB 2625, sponsored by Representative Tawna Sanchez (Oregon House District 43), was signed into law during the 2019 legislative session which directs the Department of State Police to study how to increase criminal justice and investigative resources towards future and past cases of missing and murdered Native American women in Oregon. Metro Council passed a resolution in support of this bill on April 23rd, 2019.

At the federal level, several bills are currently introduced to address the data collection gap including the re-introduced "Savannah Act", H.R.273 and S.227 (named for Savannah

LaFontaine-Greywind who was abducted and murdered in North Dakota) and the Not Invisible Act (H.R.2438, S.982) to better coordinate on-going advisory bodies with this work.

ATTACHMENTS

None

Agenda Item No. 4.2

Resolution No. 20-5092, For the Purpose of Approving the FY 2020-21 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission

Resolutions

Metro Council Meeting
Thursday, May 07, 2020

STAFF REPORT

IN CONSIDERATION OF RESOLUTION # 20-5092 APPROVING THE FY 2020-21 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION

Date: 4.16.2020

Prepared by: Brian Kennedy 503.797.1913

Department:
Council

Presenters:
Marissa Madrigal, Chief Operating Officer,
503.797.1541,

Finance and Regulatory Services

Marissa.Madrigal@oregonmetro.gov
Brian Kennedy, Chief Financial Officer,
503.797.1913,
Brian.Kennedy@oregonmetro.gov

Meeting date: 5.7.2020

Length: 60 minutes

ISSUE STATEMENT

Marissa Madrigal, Chief Operating Officer, acting as the Budget Officer, presented the FY 2020-21 Proposed Budget to the Metro Council, sitting as Budget Committee at the April 16th, 2020 Council meeting. A public hearing was held where the Council, sitting as Budget Committee received testimony from interested members of the general public and agency stakeholders. Council has directed adjustments to the Proposed budget be made based on recommendations put forth by Marissa Madrigal; those changes have been incorporated.

ACTION REQUESTED

Council consideration and vote on Resolution #20-5092 approving the FY 2020-21 budget, setting property tax levies and transmitting the approved budget to the Multnomah County Tax Supervising and Conservation Commission

IDENTIFIED POLICY OUTCOMES

Compliance with Oregon Budget Law

POLICY QUESTION

Does the budget as proposed reflect Council policies and goals?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council approval of the budget will meet one of the legal mandates established by Oregon Budget Law.

STAFF RECOMMENDATIONS

The Council President recommends adoption of Resolution 20-5092 approving the FY 2020-21 budget and authorizing the Chief Operating Officer to submit the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

Schedule of Appropriations

	Approved Budget
GENERAL FUND	
Council	6,946,369
Office of the Auditor	825,955
Office of Metro Attorney	3,042,820
Information Services	6,630,493
Communications	2,216,773
Finance and Regulatory Services	5,565,109
Human Resources	3,878,327
Capital Asset Management	3,649,197
Planning and Development Department	30,395,381
Research Center	4,556,760
Parks and Nature	3,146,500
Special Appropriations	3,453,567
Non-Departmental	
Debt Service	2,263,627
Interfund Transfers	20,451,645
Contingency	12,234,734
	<i>Total Appropriations</i>
Unappropriated Balance	109,257,257
	23,664,678
Total Fund Requirements	132,921,935
AFFORDABLE HOUSING FUND	
Planning and Development Department	171,926,547
Non-Departmental	
Interfund Transfers	253,871
Contingency	35,000,000
	<i>Total Appropriations</i>
Unappropriated Balance	207,180,418
	463,349,582
Total Fund Requirements	670,530,000
CEMETERY PERPETUAL CARE FUND	
Unappropriated Balance	793,883
Total Fund Requirements	793,883
COMMUNITY ENHANCEMENT FUND	
Waste Prevention and Environmental Services	1,379,222
Non-Departmental	
Interfund Transfers	19,235
Contingency	69,500
	<i>Total Appropriations</i>
Unappropriated Balance	1,467,957
	148,461
Total Fund Requirements	1,616,418
GENERAL ASSET MANAGEMENT FUND	
Asset Management Program	16,328,986
Non-Departmental	
Interfund Transfers	305,000
Contingency	6,966,914
	<i>Total Appropriations</i>
Unappropriated Balance	23,600,900
	9,912,262
Total Fund Requirements	33,513,162
GENERAL OBLIGATION DEBT SERVICE FUND	
Non-Departmental	
Debt Service	72,701,413
	<i>Total Appropriations</i>
	72,701,413
Total Fund Requirements	72,701,413
GENERAL REVENUE BOND FUND	
Bond Account	
Debt Service	6,393,320
	<i>Total Appropriations</i>
Unappropriated Balance	6,393,320
	4,124,513
Total Fund Requirements	10,517,833
MERC FUND	
MERC	49,229,202
Non-Departmental	
Interfund Transfers	5,970,106
Contingency	6,456,660
	<i>Total Appropriations</i>
	61,655,968
Total Fund Requirements	61,655,968
NATURAL AREAS FUND	
Parks and Nature	7,448,383
Non-Departmental	
Interfund Transfers	1,177,348
Contingency	3,833,379
	<i>Total Appropriations</i>
	12,459,110
Total Fund Requirements	12,459,110

	Approved Budget
OPEN SPACES FUND	
Parks and Nature	25,000
<i>Total Appropriations</i>	25,000
Total Fund Requirements	25,000
OREGON ZOO ASSET MANAGEMENT FUND	
Visitor Venues - Oregon Zoo Non-Departmental Contingency	5,881,950 250,000
<i>Total Appropriations</i>	6,131,950
Total Fund Requirements	6,131,950
OREGON ZOO INFRASTRUCTURE/ANIMAL WELFARE FUND	
Visitor Venues - Oregon Zoo Non-Departmental Interfund Transfers Contingency	20,136,172 462,377 1,053,628
<i>Total Appropriations</i>	21,652,177
Total Fund Requirements	21,652,177
OREGON ZOO OPERATING FUND	
Visitor Venues - Oregon Zoo Non-Departmental Interfund Transfers Contingency	38,253,208 3,081,070 274,423
<i>Total Appropriations</i>	41,608,701
Total Fund Requirements	41,608,701
PARKS AND NATURE BOND FUND	
Parks and Nature Non-Departmental Interfund Transfers Contingency	30,487,918 629,810 4,000,000
<i>Total Appropriations</i>	35,117,728
Unappropriated Balance	155,395,272
Total Fund Requirements	190,513,000
PARKS AND NATURE OPERATING FUND	
Parks and Nature Non-Departmental Interfund Transfers Contingency	21,511,229 3,905,319 5,900,782
<i>Total Appropriations</i>	31,317,330
Total Fund Requirements	31,317,330
RISK MANAGEMENT	
Finance and Regulatory Services Non-Departmental Contingency	4,438,986 229,800
<i>Total Appropriations</i>	4,668,786
Unappropriated Balance	80,517
Total Fund Requirements	4,749,303
SMITH AND BYBEE WETLANDS FUND	
Parks and Nature Non-Departmental Interfund Transfers Contingency	250,000 69,907 500,000
<i>Total Appropriations</i>	819,907
Unappropriated Balance	1,128,150
Total Fund Requirements	1,948,057
SOLID WASTE FUND	
Waste Prevention and Environmental Services Non-Departmental Interfund Transfers Contingency	94,282,452 7,254,879 18,543,528
<i>Total Appropriations</i>	120,080,859
Unappropriated Balance	11,450,000
Total Fund Requirements	131,530,859
Total Appropriations	756,138,781
Total Unappropriated Balance	670,047,318
TOTAL BUDGET	1,426,186,099

Property Tax Levy

Permanent Tax Rate Levy Calculation

FY 2019-20 Assessed Value	\$176,833,655,959
Assessed Value Increase:	
Within 3% Statutory allowable	5,305,009,679
Estimate for new construction @ 1.0%	1,768,336,560
ESTIMATED FY 2020-21 ASSESSED VALUE	\$183,907,002,197
Tax Rate=	\$0.0966 /\$1000
FY 2020-21 TAX RATE LEVY	\$17,765,416
(estimated assessed value x tax rate)	
Less: Loss due to Measure 5 compression @ 1.7%	(\$302,012)
Estimated uncollectable @ 5.5%	(\$960,487)
ESTIMATED CURRENT YEAR TAXES TO BE RECEIVED	\$16,502,917
Previously levied taxes estimated to be received	\$199,000
ESTIMATED TOTAL TAXES TO BE RECEIVED	\$16,701,917

Local Option Rate Levy Calculation

FY 2019-20 Assessed Value	\$187,871,290,559
Assessed Value Increase:	
Within 3% Statutory allowable	5,636,138,717
Estimate for new construction @ 1.0%	1,878,712,906
ESTIMATED FY 2020-21 ASSESSED VALUE	\$195,386,142,181
Tax Rate=	\$0.0960 /\$1000
FY 2020-21 TAX RATE LEVY	\$18,757,069
(estimated assessed value x tax rate)	
Less: Loss due to Measure 5 compression @ 9.5%	(\$1,781,922)
Estimated uncollectable @ 5.5%	(\$933,633)
ESTIMATED CURRENT YEAR TAXES TO BE RECEIVED	\$16,041,514
Previously levied taxes estimated to be received	\$193,000
ESTIMATED TOTAL TAXES TO BE RECEIVED	\$16,234,514

General Obligation Bond Debt Service Calculation

FY 2020-21 REQUIREMENTS	
Natural Areas (2012A Series)	\$7,405,450
Zoo Infrastructure (2012A Series)	\$4,988,825
Natural Areas (2018 Series)	\$2,323,500
Zoo Infrastructure (2018 Series)	\$1,157,000
Affordable Housing (2019 Series)	\$35,858,854
Natural Areas (2020 Series)	\$20,967,784
TOTAL REQUIREMENTS	\$72,701,413
Sources available for cash flow:	
Fund balance	\$1,500,000
Previously levied taxes estimated to be received	250,000
Interest earned, FY 2020-21	200,000
Total non-tax sources available in FY 2020-21	\$1,950,000
Tax resources required to balance	\$70,751,413
Levy (assume 94.5% collectable rate)	\$74,869,220
Estimated FY 2020-21 Assessed Value	\$183,907,002,197
Levy rate per \$1,000 of assessed value	\$0.4071
On \$100,000 of assessed property value	\$40.71
FY 2020-21 GO DEBT TAX LEVY AMOUNT	\$74,869,220

Property Tax Rate History

Fiscal Year	Permanent Rate	Local Option Levy Rate	General Obligation Bond Levy Rate	Total Rate
FY 2010-11	\$0.0966	-	\$0.3146	\$0.4112
FY 2011-12	\$0.0966	-	\$0.2202	\$0.3168
FY 2012-13	\$0.0966	-	\$0.4140	\$0.5106
FY 2013-14	\$0.0966	\$0.0960	\$0.2768	\$0.4694
FY 2014-15	\$0.0966	\$0.0960	\$0.2683	\$0.4609
FY 2015-16	\$0.0966	\$0.0960	\$0.1982	\$0.3908
FY 2016-17	\$0.0966	\$0.0960	\$0.2057	\$0.3983
FY 2017-18	\$0.0966	\$0.0960	\$0.2203	\$0.4129
FY 2018-19	\$0.0966	\$0.0960	\$0.2827	\$0.4753
FY 2019-20	\$0.0966	\$0.0960	\$0.4806	\$0.6732
FY 2020-21	\$0.0966	\$0.0960	\$0.4071	\$0.5997

Budget summary by year

	Audited FY 2017-18	Audited FY 2018-19	Amended FY 2019-20	Proposed FY 2020-21	Approved FY 2020-21	Adopted FY 2020-21	% Change From Amended FY 2019-20
RESOURCES							
Beginning Fund Balance	\$254,223,320	\$304,007,433	\$917,972,571	\$1,062,038,896	\$1,048,914,825		14.26%
Current Revenues							
Excise Tax	18,343,257	18,587,682	17,844,273	19,157,754	19,157,754		7.36%
Construction Excise Tax	3,792,595	3,583,093	3,985,000	2,777,000	2,777,000		(30.31)%
Real Property Taxes	64,369,020	79,370,064	112,206,898	104,692,060	103,937,844		(7.37)%
Other Tax Revenues	51,480	39,854	48,250	40,000	40,000		(17.10)%
Interest Earnings	3,782,173	6,891,713	16,398,472	23,462,042	22,504,640		37.24%
Grants	12,127,680	9,823,133	13,595,911	13,034,237	13,034,237		(4.13)%
Local Government Shared Revenues	27,476,421	30,778,264	30,959,733	30,720,964	13,979,432		(54.85)%
Contributions from Governments	4,089,531	14,566,088	6,408,636	6,971,227	7,096,227		10.73%
Licenses and Permits	593,228	577,621	615,894	567,987	567,987		(7.78)%
Charges for Services	159,186,035	168,796,582	172,499,407	190,941,423	132,099,060		(23.42)%
Contributions from Private Sources	11,734,135	3,317,007	7,546,219	7,780,929	8,625,794		14.31%
Internal Charges for Services	-	2,790,828	2,627,907	2,457,657	267,657		(89.81)%
Miscellaneous Revenue	2,173,230	2,614,762	998,380	1,834,220	9,253,075		826.81%
Other Financing Sources	950,441	111,925	-	350,000	350,000		
Bond Proceeds	118,365,081	655,430,335	10,000,000	20,000,000	-		(100.00)%
Subtotal Current Revenues	427,034,306	997,278,951	395,734,980	424,787,500	333,690,707		(15.68)%
Interfund Transfers							
Internal Service Transfers	5,640,317	5,690,300	6,469,064	19,111,688	3,054,081		(52.79)%
Interfund Reimbursements	16,831,562	17,564,115	18,108,741	21,627,644	18,184,196		0.42%
Interfund Loans	857,017	2,744,452	522,650	1,157,830	-		(100.00)%
Fund Equity Transfers	20,084,222	35,286,625	20,578,888	25,116,715	22,342,290		8.57%
Subtotal Interfund Transfers	43,413,118	61,285,491	45,679,343	67,013,877	43,580,567		(4.59)%
TOTAL RESOURCES	\$724,670,744	\$1,362,571,875	\$1,359,386,894	\$1,553,840,273	\$1,426,186,099		4.91%
REQUIREMENTS							
Current Expenditures							
Personnel Services	100,470,194	106,654,378	123,774,623	139,610,274	121,398,758		(1.92)%
Materials and Services	210,713,909	175,704,686	387,228,147	409,872,620	352,407,298		(8.99)%
Capital Outlay	23,770,108	31,594,665	100,199,436	78,110,950	62,080,450		(38.04)%
Debt Service	42,295,982	54,528,766	90,822,789	82,890,576	81,358,360		(10.42)%
Subtotal Current Expenditures	377,250,193	368,482,495	702,024,995	710,484,420	617,244,866		(12.08)%
Interfund Transfers							
Internal Service Transfers	5,640,317	5,690,300	6,469,064	19,111,688	3,054,081		(52.79)%
Interfund Reimbursements	16,831,562	17,564,115	18,108,741	21,627,644	18,184,196		0.42%
Fund Equity Transfers	20,084,222	35,286,625	20,578,888	25,116,715	22,342,290		8.57%
Interfund Loans	857,017	2,744,452	522,650	1,157,830	-		(100.00)%
Subtotal Interfund Transfers	43,413,118	61,285,491	45,679,343	67,013,877	43,580,567		(4.59)%
Contingency	-	-	103,756,445	111,442,295	95,313,348		(8.14)%
Unappropriated Fund Balance	304,007,433	932,803,889	507,926,111	664,899,681	670,047,318		31.92%
Subtotal Contingency/Ending Balance	304,007,433	932,803,889	611,682,556	776,341,976	765,360,666		25.12%
TOTAL REQUIREMENTS	\$724,670,744	\$1,362,571,875	\$1,359,386,894	\$1,553,840,273	\$1,426,186,099		4.91%
FULL-TIME EQUIVALENTS	889.56	934.96	993.56	1,039.16	977.66		(1.60)%
FTE CHANGE FROM FY 2019-20 AMENDED BUDGET							(15.90)

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

The FY 2020-21 Proposed Budget was released electronically to the Council on April 2nd, 2020 and presented by the Chief Operating Officer in her capacity as the Budget Officer to the Council sitting as Budget Committee on Thursday, April 16th, 2020. The Proposed budget was updated to reflect departmental reductions in response to the new economic reality created by the COVID-19 pandemic.

Known Opposition – None known at this time.

Legal Antecedents – The preparation, review and adoption of Metro’s annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15th, 2020. The Commission will conduct a hearing on June 4th, 2020 for the purpose of receiving information from the public regarding the Council’s approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

Anticipated Effects – Adoption of this resolution will set the maximum tax levies for FY 2020-21 and authorize the transmittal of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

Budget Impacts – The total amount of the proposed FY 2020-21 annual budget was presented on April 16th as \$1,553,840,273. Necessary adjustments to the budget were made in response to the COVID-19 crisis. The FY 2020-21 total budget has been adjusted to \$1,426,186,099. The budget with the incorporated changes will be transmitted to the TSCC upon Council approval.

BACKGROUND

The actions taken by this resolution are the interim steps between initial proposal of the budget and final adoption of the budget in June. Oregon Budget Law requires that Metro approve and transmit its budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC). Members of the TSCC are appointed by the Governor to supervise local government budgeting and taxing activities in Multnomah County. The TSCC will hold a public hearing on Metro’s budget on Thursday, June 4th, 2020 at 12:30 p.m. in a virtual setting. Following the meeting, the TSCC will provide a letter of certification for Metro’s budget. The Council’s adoption of the final FY 2020-21 budget is currently scheduled for Thursday, June 18th, 2020.

Oregon Budget Law requires the Budget Committee of each local jurisdiction to set the property tax levies for the ensuing year at the time the budget is approved. Under budget law the Metro Council sits as the Budget Committee for this action. The tax levies must be summarized in the resolution that approves the budget and cannot be increased beyond this amount following approval. Metro’s levy for general obligation debt reflects actual debt service levies for all outstanding general obligation bonds. The levy authorization for FY 2020-21 also includes the renewed 5-year local option levy for Parks and Natural Areas support as well as the levy for Metro’s permanent tax rate for general operations.

ATTACHMENTS

Resolution #20-5092 - Approving the FY 2020-21 budget, setting property tax levies and transmitting the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

Attachment 1 to Staff Report: Schedule of Appropriations, Property Tax Levy Calculation, Property Tax Rate History, Budget Summary by year

Attachment 2 to Staff Report: Summary of All Funds

Summary of all funds

	General Fund	Affordable Housing Fund	Cemetery Perpetual Care Fund	Community Fund Enhancement	General Asset Management Fund	General Obligation Debt Service Fund	General Revenue Bond Fund	MERC Fund	Natural Areas Fund
RESOURCES									
Beginning Fund Balance	\$49,424,445	\$652,530,000	\$734,063	\$508,327	\$29,319,870	\$1,500,000	\$4,102,413	\$16,383,360	\$12,048,617
Current Revenues									
Excise Tax	19,157,754	-	-	-	-	-	-	-	-
Construction Excise Tax	2,777,000	-	-	-	-	-	-	-	-
Real Property Taxes	16,701,917	-	-	-	-	71,001,413	-	-	-
Other Tax Revenues	-	-	40,000	-	-	-	-	-	-
Interest Earnings	1,280,126	18,000,000	19,820	12,985	705,446	200,000	22,100	110,663	325,313
Grants	11,389,473	-	-	-	904,151	-	-	-	85,180
Local Government Shared Revenues	134,841	-	-	-	-	-	3,399,800	9,892,791	-
Contributions from Governments	6,069,914	-	-	-	-	-	-	981,313	-
Licenses and Permits	567,987	-	-	-	-	-	-	-	-
Charges for Services	4,563,675	-	-	1,095,106	-	-	-	30,068,941	-
Contributions from Private Sources	-	-	-	-	-	-	-	4,153,450	-
Internal Charges for Services	-	-	-	-	-	-	-	-	-
Miscellaneous Revenue	1,488,151	-	-	-	8,709	-	-	65,450	-
Other Financing Sources	-	-	-	-	350,000	-	-	-	-
Subtotal Current Revenues	64,130,838	18,000,000	59,820	1,108,091	1,968,306	71,201,413	3,421,900	45,272,608	410,493
Interfund Transfers:									
Internal Service Transfers	2,298,648	-	-	-	-	-	-	-	-
Interfund Reimbursements	17,068,004	-	-	-	-	-	-	-	-
Fund Equity Transfers	-	-	-	-	2,224,986	-	2,993,520	-	-
Subtotal Interfund Transfers	19,366,652	-	-	-	2,224,986	-	2,993,520	-	-
TOTAL RESOURCES	\$132,921,935	\$670,530,000	\$793,883	\$1,616,418	\$33,513,162	\$72,701,413	\$10,517,833	\$61,655,968	\$12,459,110
REQUIREMENTS									
Current Expenditures:									
Personnel Services	38,488,696	1,135,547	-	-	973,736	-	-	21,059,189	1,068,383
Materials and Services	35,768,555	170,791,000	-	1,379,222	1,191,000	-	-	22,215,013	3,043,800
Capital Outlay	50,000	-	-	-	14,164,250	-	-	5,955,000	3,336,200
Debt Service	2,263,627	-	-	-	-	72,701,413	6,393,320	-	-
Subtotal Current Expenditures	76,570,878	171,926,547	-	1,379,222	16,328,986	72,701,413	6,393,320	49,229,202	7,448,383
Interfund Transfers:									
Internal Service Transfers	113,000	-	-	19,235	305,000	-	-	-	260,299
Interfund Reimbursements	19,040	253,871	-	-	-	-	-	4,953,631	917,049
Fund Equity Transfers	20,319,605	-	-	-	-	-	-	1,016,475	-
Subtotal Interfund Transfers	20,451,645	253,871	-	19,235	305,000	-	-	5,970,106	1,177,348
Contingency	12,234,734	35,000,000	-	69,500	6,966,914	-	-	6,456,660	3,833,379
Unappropriated Fund Balance	23,664,678	463,349,582	793,883	148,461	9,912,262	-	4,124,513	-	-
Subtotal Designated Ending Balance	35,899,412	498,349,582	793,883	217,961	16,879,176	-	4,124,513	6,456,660	3,833,379
TOTAL REQUIREMENTS	\$132,921,935	\$670,530,000	\$793,883	\$1,616,418	\$33,513,162	\$72,701,413	\$10,517,833	\$61,655,968	\$12,459,110
Full-Time Equivalents (FTE)	262.20	7.60	0.00	0.00	6.70	0.00	0.00	199.20	7.20

Summary of all funds, *continued*

	Oregon Zoo Asset Management Fund	Oregon Zoo Infrastructure/Animal Welfare Fund	Oregon Zoo Operating Fund	Parks and Nature Bond Fund	Parks and Nature Operating Fund	Risk Management	Smith and Bybee Wetlands Fund	Solid Waste Fund	Total	
	\$25,000	\$4,762,633	\$20,800,000	\$1,900,000	\$190,000,000	\$8,840,338	\$3,295,454	\$1,896,842	\$50,843,463	\$1,048,914,825
	-	-	-	-	-	-	-	-	-	19,157,754
	-	-	-	-	-	-	-	-	-	2,777,000
	-	-	-	-	-	-	-	-	-	103,937,844
	-	-	-	-	-	-	-	-	-	40,000
	-	-	52,177	15,000	513,000	189,000	10,000	51,215	997,795	22,504,640
	-	-	-	561,533	-	43,900	50,000	-	-	13,034,237
	-	-	-	-	-	552,000	-	-	-	13,979,432
	-	-	-	-	-	45,000	-	-	-	7,096,227
	-	-	-	-	-	-	-	-	-	567,987
	-	-	-	-	-	-	-	-	-	79,235,374
	-	675,000	800,000	2,997,344	-	-	-	-	-	132,099,060
	-	-	-	14,852,824	-	-	-	-	-	8,625,794
	-	-	-	-	-	-	-	-	-	267,657
	-	-	-	7,525,000	-	53,665	-	-	102,100	9,253,075
	-	-	-	-	-	-	-	-	-	350,000
	-	675,000	852,177	25,951,701	513,000	19,401,219	337,657	51,215	80,335,269	333,690,707
	-	-	-	25,000	-	598,198	-	-	132,235	3,054,081
	-	-	-	-	-	-	-	-	-	18,184,196
	-	694,317	-	13,732,000	-	2,477,575	-	-	219,892	22,342,290
	-	694,317	-	13,757,000	-	3,075,773	1,116,192	-	352,127	43,580,567
	\$25,000	\$6,131,950	\$21,652,177	\$41,608,701	\$190,513,000	\$31,317,330	\$4,749,303	\$1,948,057	\$131,530,859	\$1,426,186,099
	-	-	516,172	19,153,855	4,007,918	12,315,051	330,649	-	22,349,562	121,398,758
	-	3,006,950	20,000	19,079,353	25,295,000	8,096,178	4,108,337	250,000	58,162,890	352,407,298
	25,000	2,875,000	19,600,000	20,000	1,185,000	1,100,000	-	-	13,770,000	62,080,450
	-	-	-	-	-	-	-	-	-	81,358,360
	25,000	5,881,950	20,136,172	38,253,208	30,487,918	21,511,229	4,438,986	250,000	94,282,452	617,244,866
	-	-	-	-	629,810	492,629	-	69,907	1,164,201	3,054,081
	-	-	462,377	3,081,070	-	2,406,480	-	-	6,090,678	18,184,196
	-	-	-	-	-	1,006,210	-	-	-	22,342,290
	-	-	462,377	3,081,070	629,810	3,905,319	-	69,907	7,254,879	43,580,567
	-	250,000	1,053,628	274,423	4,000,000	5,900,782	229,800	500,000	18,543,528	95,313,348
	-	-	-	-	155,395,272	-	80,517	1,128,150	11,450,000	670,047,318
	-	250,000	1,053,628	274,423	159,395,272	5,900,782	310,317	1,628,150	29,993,528	765,360,666
	\$25,000	\$6,131,950	\$21,652,177	\$41,608,701	\$190,513,000	\$31,317,330	\$4,749,303	\$1,948,057	\$131,530,859	\$1,426,186,099
	0.00	0.00	4.70	188.45	32.00	94.80	2.00	0.00	172.81	977.66

Agenda Item No. 4.3

No. Resolution No. 20-5093, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for Construction of the Commercial Food Waste Processing Facility at Metro Central Transfer Station

Resolutions

Metro Council Meeting
Thursday, May 07, 2020

BEFORE THE METRO CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AUTHORIZING AN) RESOLUTION NO. 20-5093
EXEMPTION FROM COMPETITIVE)
BIDDING AND PROCUREMENT OF) Introduced by Chief Operating
CONSTRUCTION MANAGER/GENERAL) Officer Marissa Madrigal in
CONTRACTOR SERVICES BY) concurrence with Council President
COMPETITIVE REQUEST FOR) Lynn Peterson
PROPOSALS FOR CONSTRUCTION OF)
THE COMMERCIAL FOOD WASTE)
PROCESSING FACILITY AT METRO)
CENTRAL TRANSFER STATION)

WHEREAS, Metro intends to design and construct improvements to Metro Central Transfer Station for the purpose of processing commercial food waste, used in the creation of renewable natural gas; and

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

WHEREAS, Metro's LCRB Rules 49-0600 to 49-0670 authorize the Metro Contract Review Board to exempt a public improvement contract from competitive bidding and direct the appropriate use of alternative contracting methods that take account of market realities and modern innovative contracting and purchasing methods, so long as they are consistent with the public policy of encouraging competition, subject to the requirements of ORS 279C.335; and

WHEREAS, ORS 279C.335(5)(a) and LCRB Rules 49-0630 through 49-0670 require that the Metro Contract Review Board hold a public hearing and adopt written findings establishing, among other things, that the exemption of a public improvement contract from competitive bidding is unlikely to encourage favoritism or substantially diminish competition for public improvement contracts; and that said exemption will likely result in substantial cost savings to Metro; now therefore

BE IT RESOLVED THAT THE METRO CONTRACT REVIEW BOARD:

1. Exempts from competitive bidding the procurement and award of a Construction Manager/General Contractor ("CM/GC") public improvement contract for construction of the commercial food waste processing facility at Metro Central Transfer Station;
2. Adopts as its findings in support of such exemption the justification, information and reasoning set forth on the attached Exhibit A, which is incorporated herein by reference as if set forth in full; and

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

3.3 Following evaluation of the responses to the Request for Proposals, authorizes the Chief Operating Officer to execute a CM/GC contract with the most advantageous proposer to construct the commercial food waste processing facility at Metro Central Transfer Station.

ADOPTED by the Metro Council this _____ day of May, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Findings in Support of an Exemption from Competitive Bidding and Authorizing the Procurement by RFP of Construction Manager/General Contractor construction services for the Commercial Food Waste Processing Project

Pursuant to ORS 279C.335(2) and (4), and Metro Contract Review Board Administrative Rules Sections 49-600-670, the Metro Contract Review Board makes the following findings in support of exempting the procurement of the Commercial Food Waste Processing Project from competitive bidding, and authorizing use of an RFP solicitation for a Construction Manager/General Contractor (“CM/GC”) construction contract:

1. The exemption is unlikely to encourage favoritism or substantially diminish competition.

The Metro Contract Review Board finds that exempting the procurement of the construction of the Commercial Food Waste Project from competitive bidding is “unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts” as follows: The RFP will be formally advertised with public notice and disclosure of the planned CM/GC contracting method and made available to all qualified contractors. Award of the contract will be based on the identified selection criteria and dissatisfied proposers will have an opportunity to protest the award. Full and open competition based on the objective selection criteria set forth in the Metro Contract Review Board resolution will be sought, with the contract award going to the most advantageous proposer. Competition for the RFP will be encouraged by: Posting on ORPIN (Oregon Procurement Information Network), utilizing the Portland Business Tribune and a minority business publication for the public advertisement; performing outreach to local business groups representing minorities, women, and emerging small businesses and by contacting contractors known to Metro to potentially satisfy the RFP criteria. Those proposers not selected by Metro will have an opportunity to protest the award. Competition among subcontractors will be encouraged by: contacting local sub-contractors, including COBID firms and notifying them of any opportunities within their area of expertise and by performing outreach to local business groups representing minorities, women, and emerging small businesses. Competition among subcontractors will be encouraged through publicly-advertised subcontractor solicitations and be based on a low-bid competitive method, or a method whereby both price and qualifications of the subcontractors are evaluated in a competitive environment, consistent with the CM/GC Contract requirements.

2. The exemption will likely result in substantial cost savings to Metro.

The Metro Contract Review Board finds that exempting the procurement of the construction of the Commercial Food Waste Project from competitive bidding will likely result in substantial costs savings to Metro, considering the following factors required by Metro Local Contract Review Board (LCRB) Administrative Rule 49-0630 and ORS 279C.335 2(b):

(A) Type, cost and amount of contract

This will be a Construction Manager/General Contractor contract estimated to be \$6,000,000.

(B) Number of Entities available to bid;

As this procurement anticipates using design elements that are found in many construction manufacturing processes, we anticipate many firms that are independently qualified to meet Metro’s needs.

(C) The construction budget and the projected operating costs for the completed public improvement;

The direct involvement of the CM/GC in the design process provides for ongoing constructability review and value engineering, and fosters teamwork that results in a better design, fewer change orders, and faster progress with fewer unexpected delays, resulting in lower costs to Metro via and other services. Faster progress and an earlier completion date will also help Metro avoid the risk of inflationary increases in materials and construction labor costs. The ability to have the General Contractor do early work prior to completion of design shortens the overall duration of construction. Contractor constructability review also allows for an ongoing review of the long term operating costs of design options, allowing for midcourse design choices leading to a project having lower long term operating maintenance and repair costs. Metro will have the ability to cancel the Construction Contract prior to the construction phase and procure construction services through competitive bid should the GMP proposed by the CM/GC be considered too high or if continuing the relationship with the CM/GC should prove undesirable.

(D) Public benefits that may result from granting the exemption;

In addition to the public benefits from the cost savings noted above, the procurement of a CM/GC construction contract through the RFP process will help realize Metro's goal of obtaining COBID participation by enabling a qualitative review of proposers' approach to COBID outreach and mentoring partnerships. Reduction of risk of design flaws, misunderstandings and conflicts inherent to contractors performing based on designs in which they have had no opportunity for input, therefore reducing the likelihood of contract claims and increasing the likelihood of cost-savings through increased efficiency. Increased quality of work due to greater coordination of efforts between design and construction phases and the ability to evaluate prospective contractors on multiple factors including experience, expertise, and commitment to sustainability and diversity/inclusion, not just pricing;

(E) Whether value engineering techniques may decrease the cost of the public improvement;

The process will enable the contractor to work with the project designer and to help reduce construction costs by providing early input and constructability review to designers, avoiding costly redesign and change orders, and providing opportunities for the designer and contractor to work together on both practical and innovative solutions to complex design issues.

(F) The cost and availability of specialized expertise that is necessary for the public improvement;

The scopes of work to be performed under this procurement require technical expertise in design and construction of solid waste and waste treatment technologies. Granting this exemption will allow an RFP process that allows for selection criteria accounting for such experience as well as cost, and not just low bid.

(G) Any likely increases in public safety;

Metro Central Transfer Station is a public facility. Centralized planning and construction increase contractor coordination and reduces exposure to the public as well as commercial haulers using the facility during construction.

(H) Whether granting the exemption may reduce risks to the contracting agency, the state agency or the public that are related to the public improvement;

An exemption will allow for better control of risks related to project costs and schedule delays by reducing/eliminating unforeseen conditions and associated change orders through advanced collaboration between designers and those constructing the improvements. The risks to Central Transfer Station's ongoing operations and contracting posed by the inability of the contractor to meet the schedule deadlines will be reduced by the selection of the contractor based on the demonstrated ability to perform the work as specified, rather than awarding the project to the low bidder.

(I) Whether granting the exemption will affect the sources of funding for the public improvement;

This exemption is not expected to affect the sources of funding for related public improvements.

(J) Whether granting the exemption will better enable the contracting agency to control the impact that market conditions may have on the cost of and time necessary to complete the public improvement;

The exemption will allow for better control of increases to project costs and schedules by reducing/eliminating unforeseen conditions and associated change orders through advanced and continuous coordination of the design and construction tasks being performed by a common contractor. Metro will retain the ability to procure construction service through competitive bid should continuing the relationship with a CM/GC contractor prove undesirable.

(K) Whether granting the exemption will better enable the contracting agency to address the size and technical complexity of the public improvement;

The exemption will allow the Contractor to pre-qualify/select subcontractors that have demonstrated technical expertise, knowledge, and experience with the logistical challenges of the project, all of which can be factored into the contractor selection in the RFP process. The selection of a contractor with demonstrated experience and success in implementing similar projects will result in a substantially lower risk to Metro, because it increases the likelihood of the project being completed on budget, with fewer construction delays and change orders, resulting in lower costs and increased benefit to the community. The RFP process will take into account each contractor's past performance and technical knowledge. Based on the necessary quality of the finished project, and the technical complexity of the undertaking, the Procurement Manager believes an alternative contracting process to be necessary and in the best interest of the agency.

(L) Whether the public improvement involves new construction or renovates or remodels an existing structure;

This factor is inapplicable.

(M) Whether the public improvement will be occupied or unoccupied during construction;

Metro Central will be operating while construction is ongoing. Improper phasing or execution of the work could affect operations. The CM/GC process provides consideration of phasing concerns and protecting ongoing operations by Metro, the design professional and CM/GC during the design process.

(N) Whether the public improvement will require a single phase of construction work or multiple phases of construction work to address specific project conditions; and

In some cases, the CM/GC contracting method allows for site preparations and other construction activity to occur prior to the completion of the final design under early work orders, saving time and resulting in faster project delivery.

(O) Whether the contracting agency or state agency has, or has retained under contract, and will use contracting agency or state agency personnel, consultants and legal counsel that have necessary expertise and substantial experience in alternative contracting methods to assist in developing the alternative contracting method that the contracting agency or state agency will use to award the public improvement contract and to help negotiate, administer and enforce the terms of the public improvement contract.

The Office of Metro Attorney and CPMO have the necessary qualifications and expertise to negotiate, administer, and enforce the terms of Metro's CM/GC public improvement contract, including prior experience governing large CM/GC projects and managing them to a successful completion.

3. Additional Findings:

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

- Integrated design process results in a better, more “constructible” design that meets the owner’s objectives
- Encourages competition, especially for COBID subcontractors
- Can be completed in a faster time frame
- Costs less than a design-bid-build project that is designed and constructed in the traditional manner
- Reduces the risks of delays, cost overruns, and disputes
- Reduces the likelihood of change orders for unforeseen conditions

B. Past experience and evaluation of Metro CM/GC projects. Metro has extensive past and ongoing successful experience with CM/GC contracting at the Oregon Zoo with its Zoo Bond Implementation Program, the remodel of the Oregon Convention Center, and projects at the Arlene Schnitzer Concert Hall and Antoinette Hatfield Hall.

C. Benefits and drawbacks of CM/GC for the Commercial Food Waste Processing Project. The benefits are as stated above in these findings. Metro staff sees no drawbacks in the approach.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5093 FOR THE PURPOSE OF AUTHORIZING AN EXEMPTION FROM COMPETITIVE BIDDING AND PROCUREMENT OF CONSTRUCTION MANAGER/GENERAL CONTRACTOR CONSTRUCTION SERVICES BY REQUEST FOR PROPOSALS FOR DESIGN, PROCUREMENT AND CONSTRUCTION OF IMPROVEMENTS AND EQUIPMENT FOR PROCESSING COMMERCIAL FOOD WASTE AT METRO CENTRAL TRANSFER STATION

Date: April 23, 2020

Prepared by: Will Elder

BACKGROUND

The Waste Prevention and Environmental Services department is embarking on a project to make necessary improvements to Metro Central Transfer Station for processing commercial food waste for the production of renewable natural gas in partnership with the City of Portland. These improvements require modifications to the existing food waste receiving area, the purchase of new processing equipment and design services to manage the process. This work follows a feasibility study that recommended improvements should be made at our existing transfer station to accommodate needed commercial food waste processing and improve how this material is managed at Metro Central over the long term.

The Metro region began a commercial food waste program in 2005. Changes were made at Metro Central Transfer Station to accommodate the program, but the transfer station was not designed for this function, especially over the long term as the program grew. Organic material is very acidic, and this has led to the degradation of the food waste bay floor over time.

In 2014 staff was directed by Council to look at options for accelerating the recovery of food waste from garbage. Food waste represents the largest percent of material in garbage and is a major contributor to greenhouse gas production in landfills. In 2018 staff was directed by Council to require certain businesses to participate in a commercial food waste collection program and this January, Council approved a ban on disposal of commercial food waste beginning in 2025.

The Commercial Food Waste Processing procurement represents the culmination of more than 15 years of work by WPES to reduce waste and find the highest and best use for food waste. Food is identified frequently in our Regional Waste Plan (RWP) as a priority and this project will help accomplish RWP goals. It also represents a unique partnership opportunity with The City of Portland. The commercial food waste processed at Metro Central Station will be transferred to Columbia Boulevard Wastewater Treatment Plant where it will be used in the production of renewable natural gas.

Metro's procurement manager believes that a value-based selection process for a Construction Manager/General Contractor (CM/GC) is more appropriate than a traditional, design-bid-build process (which solely considers lowest bid price). An alternative qualifications-based procurement method (Request for Proposals), enables Metro to specifically request and qualitatively evaluate proposers' prior experience with the unique parameters of the project including experience with occupied, operational sites; demonstrated successes with compressed schedules; cost control; limited staging space and construction. Metro can also evaluate proposers' approach to Certification Office of Business Inclusion and Diversity (COBID) subcontractor outreach and partnership as well as workforce diversity. This delivery method offers a better ability for public agencies to increase the use of COBID firms in sub-contracting opportunities.

The estimated cost of six million has been budgeted and would represent a direct infusion of money into our local economy to support workers at a time when this is greatly needed.

The attached resolution and findings in Exhibit A further describe the specialized nature of this project and advantages of CM/GC delivery method. Waste Prevention and Environmental Services staff, Procurement and the Office of the Metro Attorney concur with these findings.

Therefore, staff seeks Council authorization to pursue the alternative procurement of CM/GC services by a competitive Request for Proposals, for the Construction of Improvements and Equipment for Processing Commercial Food waste at Metro Central Transfer Station project. This will allow Metro to consider cost as well as experience and expertise in completing similar projects and in selecting the most advantageous contractor for this project.

ANALYSIS/INFORMATION

1. **Known Opposition:** None
2. **Legal Antecedents:** LCRB Rule 49-0620(1), 49-0630, 49-0640, 49-0650, and 49-0670; Oregon Revised Statutes 279C.335.
3. **Anticipated Effects:** Public procurement process will be open and competitive, but items other than cost will be considered in the awarding of the contract. Increased use of COBID subcontractors is anticipated.
4. **Budget Impacts:** The RFP process offers safeguards for schedule and cost control of the project, including early involvement by construction contractor in the design process, as well as limited change orders.

RECOMMENDED ACTION

Approve the recommendation to authorize the alternative procurement of CM/GC services by a competitive Request for Proposals, for the Processing Commercial Food waste at Metro Central Transfer Station project.

Agenda Item No. 4.4

Resolution No. 20-5099, For the Purpose of Amending Metro's Rules of
Procedure to Advance Equity in Public Contracting Restrooms

Resolutions

Metro Council Meeting
Thursday, May 07, 2020

BEFORE THE METRO LOCAL CONTRACT REVIEW BOARD

FOR THE PURPOSE OF AMENDING METRO’S)	RESOLUTION NO. 20-5099
RULES OF PROCEDURE TO ADVANCE)	
EQUITY IN PUBLIC CONTRACTING)	Introduced by Chief Operating Officer
)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, the Metro Council is the Local Contract Review Board for Metro, and as such is authorized to adopt rules of procedure for public contracting; and

WHEREAS, on June 15, 2017 (Resolution 17-4814), the Metro Local Contract Review Board adopted rules of procedure to advance equity in public contracting at Metro ("Equity in Contracting Rules"); and

WHEREAS, on October 25, 2018 (Resolution 18-4940), the Metro Local Contract Review Board amended its Equity in Contracting Rules; and

WHEREAS, the Metro Local Contract Review Board has directed procurement staff to periodically review Metro’s Equity in Contracting Rules to ensure that such rules contain optimal business practices that provide opportunities for disadvantaged business enterprises, minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses; and

WHEREAS, procurement staff now proposes revisions to Metro’s Equity in Contracting Rules to achieve such purposes; now therefore

BE IT RESOLVED that the Metro Local Contract Review Board adopts the revisions to the Equity in Contracting Rules attached hereto as Exhibit A, Metro Equity in Contracting Rules, Procurement Administrative Rules.

ADOPTED by the Metro Local Contract Review Board this ____ day of May, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

METRO
EQUITY IN CONTRACTING RULES
Procurement Administrative Rules

SUBJECT: Rules and Requirements for Metro's Equity in Contracting Program

PURPOSE: To adopt rules of procedure to advance equity in public contracting that promote economic growth of disadvantaged business enterprises, minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses

DEPARTMENT RESPONSIBLE: Finance Department
PROCUREMENT

DEPARTMENTS AFFECTED: All Metro Departments

DATE: May 7, 2020

Contents

I. POLICY STATEMENT	1
II. DEFINITIONS.....	1
III. PROGRAM ADMINISTRATION	1
IV. GENERAL PROGRAM ACTIVITIES	2
V. PROGRAM SOLICITATION AND SCORING REQUIREMENTS FOR PUBLIC CONTRACTS OTHER THAN PUBLIC IMPROVEMENTS	2
VI. PROGRAM SOLICITATION AND SCORING REQUIREMENTS FOR PUBLIC IMPROVEMENT CONTRACTS	3
VII. COBID MARKETPLACE	3
VIII. SUBCONTRACTOR EQUITY PROGRAM.....	4
IX. PRESOLICITATION EQUITY STRATEGY MEETING	5

I. POLICY STATEMENT

Metro expresses its strong commitment to provide contracting opportunities to State of Oregon certified minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses (collectively referred to herein as “COBID Certified Businesses”). Metro hereby creates its Equity in Contracting Program (the “Program”) to advance equity in public contracting, promote economic growth of COBID Certified Businesses and provide additional competition for Metro contracts. The Program is intended to function in addition to the general rules and procedures applicable to Metro procurements.

II. DEFINITIONS

- A. **COBID** - The State of Oregon’s Certification Office for Business Inclusion and Diversity, created within the Oregon Business Development Department or such state agency, department or entity to which has been delegated the responsibility to certify minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses.
- B. **Department** - A Metro Department or any unit or staff within a Department that has responsibilities for procuring public contracts.
- C. **Emerging small business** - Meaning set forth in ORS 200.005(5).
- D. **“Minority-owned business”, “woman-owned business” or “business that a service-disabled veteran owns”** - Meanings set forth in ORS 200.005(7).
- E. **Oregon Procurement Information Network (ORPIN)** - The online procurement solicitation system operated by the State of Oregon, and utilized by the State and other local governments and political subdivisions to issue procurement and contracting opportunities and information.
- F. **Procurement Officer** - The Metro Director of Finances and Regulatory Services, or the Procurement Manager as his/her delegatee.

III. PROGRAM ADMINISTRATION

The Procurement Officer shall be responsible for administering and implementing the Program on behalf of the Chief Operating Officer. Procedural rules created to implement the Program shall be promulgated for Department comment prior to their adoption by the Metro Local Contract Review Board. When deemed appropriate by the Metro Chief Operating Officer, Metro may seek public input before adopting, amending, or repealing such rules.

In administering the Program, the Procurement Officer shall advise all potential contractors that COBID is the sole agency that may certify enterprises and businesses as minority-owned businesses, woman-owned businesses, businesses that service-disabled veterans own and emerging small businesses. In the event the Procurement Officer determines that ORPIN is no longer the preferred electronic procurement system to solicit COBID Certified Businesses, all references to ORPIN in these Administrative Rules shall be construed to mean whatever replacement electronic procurement solicitation system chosen by the Procurement Officer.

IV. GENERAL PROGRAM ACTIVITIES

The Procurement Officer shall engage in the following activities with the goal of increasing Metro business with COBID Certified Businesses:

- A. **Outreach** - Engage in additional outreach procedures, including electronic notices of public contract solicitations, newsletters, attending regularly-scheduled contractor orientation programs, open houses, and participation in local and regional outreach opportunities.
- B. **Technical Assistance** - Provide technical assistance and information to outside third parties on feasible options for management assistance, bonding, insurance, certification, and Metro procurement processes.
- C. **Package Contracting Opportunities** - Examine alternatives for arranging public contract solicitations by type of work, subcontracting opportunities and partnerships so as to enhance the possibility of participation by COBID Certified Businesses.
- D. **Internal Education** - Provide periodic training and continuing education to Departments to ensure awareness of Program objectives and desired activities.

V. PROGRAM SOLICITATION AND SCORING REQUIREMENTS FOR PUBLIC CONTRACTS OTHER THAN PUBLIC IMPROVEMENTS

- A. **Small Procurements** - For small procurements (\$10,000 and under), Departments are strongly encouraged to review the COBID certification directory for firms in the category of work being solicited before awarding the contract.
- B. **Intermediate Procurements** - For intermediate procurements (exceeding \$10,000 but not exceeding \$150,000), Departments are required to directly solicit at least one minority-owned business, one woman-owned business, one business that a service-disabled veteran owns and one emerging small business. The Procurement Officer may waive the foregoing direct solicitation requirement if, upon review of the COBID certification directory, there are no such businesses qualified in the category of work being solicited. As an alternative to the direct solicitation requirement, Departments may instead advertise the intermediate contracting opportunity broadly on ORPIN.
- C. **Formal Procurements** - For formal procurements (over \$150,000), Departments are required to broadly advertise the competitive contracting opportunity on ORPIN. In addition, all formal procurements shall also be advertised in at least one minority-focused publication.
- D. **Proposal Scoring** - For requests for proposals procuring contracts for goods and services or personal services, 20% of the total available scoring points shall be based on the following Program criteria: COBID certification, firm demographics, support for workforce diversity, and, if applicable, utilization of COBID-certified subcontractors.
- E. **Exceptions to Requirements** - The Program solicitation and scoring requirements set forth in this Section V are not applicable to emergency procurements, sole source procurements, or any other special procurements that allow for direct award of a contract without competitive solicitation.

VI. PROGRAM SOLICITATION AND SCORING REQUIREMENTS FOR PUBLIC IMPROVEMENT CONTRACTS

- A. **Small Procurements** - For procurements of small public improvement contracts (\$5,000 and under), Departments are strongly encouraged to review the COBID certification directory for firms in the category of work being solicited before directly awarding the contract.
- B. **Intermediate Procurements (Competitive Quotes)** - Subject to the applicable Mandatory COBID Marketplace rule provided for below in Section VII(B), for intermediate procurement of public improvement contracts based off competitive quotes (exceeding \$5,000 but not exceeding \$100,000), Departments are required to directly solicit at least one minority-owned business, one woman-owned business, one business that a service-disabled veteran owns and one emerging small business. The Procurement Officer may waive the direct solicitation requirement if, upon review of the COBID certification directory, there are no such businesses qualified in the category of work being solicited. As an alternative to the direct solicitation requirement, Departments may instead advertise the intermediate contracting opportunity broadly on ORPIN.
- C. **Formal Procurements** - For formal procurements of public improvement contracts (over \$100,000), Departments are required to advertise the competitive contracting opportunity broadly on ORPIN. In addition, all formal procurements of public improvement contracts (over \$100,000) shall also be advertised in at least one minority-focused publication.
- D. **Proposal Scoring** - For public improvement contracts procured through alternative contracting methods, 20% of the total available scoring points will be based on the following Program criteria: COBID certification, firm demographics, support for workforce diversity, and, if applicable, utilization of COBID-certified subcontractors.
- E. **Exceptions to Requirements** - The Program solicitation and scoring requirements set forth in this Section VI are not applicable to emergency procurements or any other special/alternative procurements that allow for direct award of a public improvement contract without competitive solicitation.

VII. COBID MARKETPLACE

- A. **Elective Direct Award for Personal Services Contracts** - Departments may directly award a personal services contract that exceeds \$10,000 without following otherwise required competitive solicitation procedures if (i) the contractor is a COBID Certified Business, and (ii) the contract is for an amount that does not exceed \$150,000. All other rules and procedures applicable to personal services procurements set forth in the Metro Personal Services Contracting Manual remain applicable (e.g., contractor compliance, insurance, non-conflict of interest, etc.). A Department cannot enter into more than one direct award contract with an individual COBID Certified Business at a time. Once a Department has awarded a direct contract to a COBID Certified Business, they cannot award another direct contract to the same contractor until the work of the first directly-awarded contract is completed.
- B. **Mandatory Procedures for Public Improvement Contracts Under \$50,000** - For public improvement contracts that exceed \$5,000 but are less than \$50,000, Metro shall only consider competitive quotes, bids, and proposals from COBID Certified

Businesses. The Procurement Officer may waive this requirement after making a written determination that there is not a competitive pool of businesses on COBID's certification list available and qualified to perform the work in accordance with reasonably required standards. The mandatory procedures set forth in this Section VII(B) shall not apply to emergency procurements or any other alternative procurements that allow for direct award of a public improvement contract without competitive solicitation.

VIII. SUBCONTRACTOR EQUITY PROGRAM

Metro's Subcontractor Equity Program is intended to incorporate the standards for good faith efforts described in ORS 200.045. The purpose of the Subcontractor Equity Program is to provide equitable opportunities for COBID Certified Businesses to participate in subcontract opportunities created through Metro public improvement contracts.

Prime contractors who intend to subcontract any portion of the project work are required to fulfill the following actions in order to comply with the Subcontractor Equity Program:

- A. Contractor contacts all COBID Certified Businesses who attend the project's presolicitation or prebid meeting and who indicated an interest in any subcontracting to solicit bids for subcontracting or material supply opportunities;
- B. Contractor identifies and selects specific economically feasible units of the public improvement contract that COBID Certified Businesses may perform in order to increase the likelihood that COBID certified subcontractors will participate in the public improvement contract;
- C. Contractor provides written notice of the subcontracting opportunities to a reasonable number of specific COBID Certified Businesses in sufficient time to allow such enterprises or businesses to participate effectively;
- D. Contractor follows up on initial solicitations of interest to determine with certainty whether the COBID certified businesses are interested in the subcontracting opportunities;
- E. Contractor provides interested COBID Certified Businesses with adequate information about plans, specifications and requirements for subcontracting or material supply work in connection with the public improvement contract;
- F. Contractor negotiates with interested COBID certified subcontractors, and does not without justifiable reason reject as unsatisfactory bids or proposals that COBID enterprises or businesses prepare;
- G. Contractor advises and assists interested COBID certified subcontractors to obtain, when necessary, bonding, lines of credit or insurance that the contracting agency or contractor requires; and
- H. Contractor uses the services of minority community organizations, minority contractor groups, local, state and federal minority business assistance offices and other organizations that Metro identifies as providing assistance in recruiting COBID Certified Businesses for participation in public improvement contracts.

The Procurement Officer shall determine if any offer or proposal complies with requirements of the Subcontractor Equity Program. If the Subcontractor Equity Program documentation submitted by the offeror fails to substantially comply with the requirements of the solicitation document, the bidder/proposer shall be deemed non-responsible and shall be rejected by the Procurement Officer. Contractor is required to complete a monthly utilization report tracking progress toward

the subcontracting plan outlined in the offer. Compliance with the Subcontractor Equity Program must be maintained during the entire period of the contract. Non-compliance may constitute a breach of contract.

IX. PRESOLICITATION EQUITY STRATEGY MEETING

For all formal, competitive procurements (personal services contracts and goods and services contracts over \$150,000; public improvement contracts over \$100,000), the Department project manager shall meet with the Procurement Officer prior to releasing a solicitation to discuss opportunities for setting aspirational goals for equity and diversity. Such aspirational goals may include, but are not limited to, focus on COBID certified prime contracting, subcontractor utilization, workforce diversity, mentorship, training, and any other areas identified by the Procurement Officer which will likely result in the advancement of equity and diversity related to the procurement.

IN CONSIDERATION OF RESOLUTION NO. 20-5099, FOR THE PURPOSE OF
AMENDING METRO'S RULES OF PROCEDURE TO ADVANCE EQUITY IN PUBLIC
CONTRACTING

Date: 4/23/2020
Department: Finance and Regulatory
Services
Meeting Date: 5/7/2020

Prepared by: Tracy Fisher,
tracy.fisher@oregonmetro.gov
Gabrielle Schuster,
Gabriele.schuster@oregonmetro.gov
Riko Tannenbaum,
riko.tannenbaum@oregonmetro.gov
Presenters:
Tracy Fisher and Riko Tannenbaum
Length: 10 minutes

ISSUE STATEMENT

Procurement Services seeks to provide COBID-certified firms with simplified access to Metro's intermediate personal services contracts. For that purpose, staff seek to increase the limit for the COBID Marketplace Personal Services procurement method from \$50,000 to \$150,000.

ACTION REQUESTED

Act as Local Contract Review Board to update Metro's Equity in Contracting Administrative Rules section VII.A. to increase the limit for COBID Marketplace Elective Direct Award for Personal Services Contracts to \$150,000.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

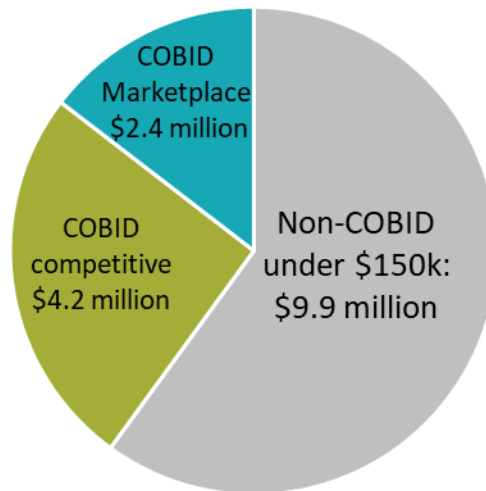
Legal context:

State law allows Local Contract Review Boards to determine procurement methods for personal services (ORS 279A.055 and ORS 279A.070). Metro's existing Equity in Contracting Administrative Rules provide an optional COBID Marketplace Personal Services method up to \$50,000. The Certification Office of Business Inclusion and Diversity (COBID) certifies firms as minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses. This procurement process allows staff to replace lengthy competitive processes with a direct award to a COBID certified firm with a few restrictions. The project must be low risk and each firm can only hold one open COBID Marketplace contract per department at Metro. These restrictions help to ensure that opportunities are available to multiple firms and help prevent favoritism. This update would align the optional COBID Marketplace Personal Services method with the intermediate procurement threshold of \$150,000. It would not change competitive methods for formal personal services procurement above \$150,000.

Opportunity:

The COBID Marketplace Personal Services method was introduced in 2017. This method has proven very successful at the current limit of \$50,000. Since introduced, nearly 70 contracts valued at just over \$2.4 million have been awarded to COBID certified firms using this simple procurement method. There is additional opportunity to expand this program by increasing the dollar value limit. Over the same time, COBID firms were awarded 40 contracts under \$150,000, totaling \$4.2 million, through competitive processes. Yet, 103 contracts totaling \$9.9 million were awarded to non-certified firms. This amounts to a success rate just under 30% for COBID certified firms. By allowing the COBID Marketplace procurement method up to \$150,000, many of these non-COBID contracts could have been awarded directly to COBID certified firms.

COBID Marketplace Personal Services Opportunity



Equity in Contracting:

Metro’s Strategic Plan to Advance Racial Equity Diversity and Inclusion identifies procurement as a core method to advance racial equity in Goal E: Metro’s resource allocation advances racial equity. This request directly addresses one of the challenges identified in the Strategic Plan: “Barriers in Metro contracting processes prevent COBID-certified firms and community partners from realizing contracting opportunities.” As shown in the figure above, COBID certified firms were able to access fewer than 30% of competitively solicited personal services contracts under \$150,000. By allowing this process that reduces the barriers to those contracts, staff expect to see more COBID certified firms realizing contracting opportunities. Additionally, providing experience with intermediate contracts is an effective way to increase small business capacity by better preparing firms for success in competitive procurement of higher value contracts.

ATTACHMENTS

Resolution No. 20-5099 for the purpose of amending Metro’s rules of procedure to advance equity in public contracting

Redlined updates to Equity in Contracting Administrative Rules

VI. PROGRAM SOLICITATION AND SCORING REQUIREMENTS FOR PUBLIC IMPROVEMENT CONTRACTS

- A. **Small Procurements** - For procurements of small public improvement contracts (\$5,000 and under), Departments are strongly encouraged to review the COBID certification directory for firms in the category of work being solicited before directly awarding the contract.
- B. **Intermediate Procurements (Competitive Quotes)** - Subject to the applicable Mandatory COBID Marketplace rule provided for below in Section VII(B), for intermediate procurement of public improvement contracts based off competitive quotes (exceeding \$5,000 but not exceeding \$100,000), Departments are required to directly solicit at least one minority-owned business, one woman-owned business, one business that a service-disabled veteran owns and one emerging small business. The Procurement Officer may waive the direct solicitation requirement if, upon review of the COBID certification directory, there are no such businesses qualified in the category of work being solicited. As an alternative to the direct solicitation requirement, Departments may instead advertise the intermediate contracting opportunity broadly on ORPIN.
- C. **Formal Procurements** - For formal procurements of public improvement contracts (over \$100,000), Departments are required to advertise the competitive contracting opportunity broadly on ORPIN. In addition, all formal procurements of public improvement contracts (over \$100,000) shall also be advertised in at least one minority-focused publication.
- D. **Proposal Scoring** - For public improvement contracts procured through alternative contracting methods, 20% of the total available scoring points will be based on the following Program criteria: COBID certification, firm demographics, support for workforce diversity, and, if applicable, utilization of COBID-certified subcontractors.
- E. **Exceptions to Requirements** - The Program solicitation and scoring requirements set forth in this Section VI are not applicable to emergency procurements or any other special/alternative procurements that allow for direct award of a public improvement contract without competitive solicitation.

VII. COBID MARKETPLACE

- A. **Elective Direct Award for Personal Services Contracts** - Departments may directly award a personal services contract that exceeds \$10,000 without following otherwise required competitive solicitation procedures if (i) the contractor is a COBID Certified Business, and (ii) the contract is for an amount that does not exceed \$150,000. All other rules and procedures applicable to personal services procurements set forth in the Metro Personal Services Contracting Manual remain applicable (e.g., contractor compliance, insurance, non-conflict of interest, etc.). A Department cannot enter into more than one direct award contract with an individual COBID Certified Business at a time. Once a Department has awarded a direct contract to a COBID Certified Business, they cannot award another direct contract to the same contractor until the work of the first directly-awarded contract is completed.
- B. **Mandatory Procedures for Public Improvement Contracts Under \$50,000** - For public improvement contracts that exceed \$5,000 but are less than \$50,000, Metro shall only consider competitive quotes, bids, and proposals from COBID Certified

Agenda Item No. 4.5

Resolution No. 20-5100, For the Purpose of Approving a Contract-Specific
Special Procurement for On-Call Maintenance and Repair Services

Resolutions

Metro Council Meeting
Thursday, May 07, 2020

BEFORE THE METRO LOCAL CONTRACT REVIEW BOARD

FOR THE PURPOSE OF APPROVING A)	RESOLUTION NO. 20-5100
CONTRACT-SPECIFIC SPECIAL)	
PROCUREMENT FOR ON-CALL)	Introduced by Chief Operating Officer
MAINTENANCE AND REPAIR SERVICES)	Marissa Madrigal in concurrence with
)	Council President Lynn Peterson

WHEREAS, the Metro Council, acting in its capacity as the Metro Local Contract Review Board, has authority under ORS 279B.085 and Metro Local Contract Review Board Rule 47-0285 to authorize a contract-specific special procurement upon the making of certain findings described in ORS 279B.085(4); and

WHEREAS, Metro staff desires to use a contract-specific special procurement process for on-call maintenance and repair services at Metro-owned or operated facilities; and

WHEREAS, pursuant to ORS 279B.085(2), the attached Exhibit A more particularly describes the contracting procedure and the services that are the subject of the special procurement and the circumstances that justify the use of a special procurement under the standards set forth in ORS 279B.085(4); now therefore,

BE IT RESOLVED that the Metro Local Contract Review Board hereby approves the contracts-specific special procurement described in the attached Exhibit A and finds that the special procurement process described on Exhibit A is justified as it (a) is unlikely to encourage favoritism in the awarding of public contracts or to substantially diminish competition for public contracts, and (b) otherwise substantially promotes the public interest in a manner that could not practicably be realized by complying with requirements that are applicable under ORS 279B.055, 279B.060, 279B.065 or 279B.070.

ADOPTED by the Metro Local Contract Review Board this _____ day of May, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A

Request by Metro Procurement Services for the purpose of approving a contract-specific Special Procurement for on-call maintenance and repair services

Pursuant to Metro's Local Contract Review Board Administrative rules section 47-0285(3), Metro hereby requests approval by the Metro Local Contract Review Board of a special procurement for the group of agency-wide on-call maintenance and repair services that will be released for solicitation between May and September 2020. Under ORS 279B.085(2), contract specific special procurements require a written request to the Local Contract Review Board that describes the contracting procedure, the good or services that are subject of the special procurement and the circumstances that justify the special procurement in accordance with the standards set forth in ORS 279B.085(4).

Proposed Special Procurement Process.

This contract-specific special procurement will apply to the group of agency-wide on-call maintenance and repair services that will be released for solicitation between May and September 2020. The method for this procurement will be formal solicitation process required under ORS 279B.060 with the following modifications: the solicitations will be advertised and widely promoted among COBID-certified firms only and offers will be accepted from COBID-certified firms only. The Certification Office of Business Inclusion and Diversity (COBID) certifies firms as minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses.

Proposed Process Unlikely to Encourage Favoritism or Substantially Diminish Competition.

The formal solicitation method will allow for broad participation and competition among COBID-certified firms. Metro staff has identified that there is a competitive pool of COBID-certified firms in each category of work to be solicited. Therefore, this procurement method is unlikely to encourage favoritism in the award of the contracts or diminish competition for such contracts. The proposed special procurement will still require competition among prospective contractors, and Metro intends to award the contracts to the offers who Metro determines to be the most advantageous to Metro in accordance with Metro's competitive solicitation process.

Proposed Process Substantially Promotes Public Interest.

On March 23, Governor Brown enacted the Stay Home Save Lives Executive Order in response to the COVID-19 health pandemic. This Executive Order has had severe impacts to business and the most impacted businesses are those who have historically been excluded from public contracting. In this context, approving a procurement procedure that targets those impacted businesses by accepting offers only from COBID-certified minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses will help to ensure that Metro is contributing to economic recovery actions and supporting the firms most impacted. This method will substantially promote the public interest in providing COBID-certified firms better access to significant, long-term contract opportunities that would not be realized by complying with standard formal procurement procedures.

IN CONSIDERATION OF RESOLUTION NO. 20-5100, REQUEST BY METRO
PROCUREMENT SERVICES FOR THE PURPOSE OF APPROVING A CONTRACT-
SPECIFIC SPECIAL PROCUREMENT FOR ON-CALL MAINTENANCE AND REPAIR
SERVICES

Date: 4/23/2020
Department: Finance and Regulatory
Services
Meeting Date: 5/7/2020

Prepared by: Tracy Fisher,
tracy.fisher@oregonmetro.gov
Gabrielle Schuster,
Riko Tannenbaum,
Presenters: Tracy Fisher, Riko
Tannenbaum
Length: 10 minutes

ISSUE STATEMENT

On March 23, Governor Brown enacted the Stay Home Save Lives Executive Order in response to the COVID-19 health pandemic. This Executive Order has had severe impacts to business and the most impacted businesses are those who have historically been excluded from public contracting. In this context, approving a procurement procedure that targets those impacted businesses by accepting proposals only from COBID-certified minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses will help to ensure that Metro is contributing to economic recovery actions and supporting the firms most impacted.

ACTION REQUESTED

Designate a contract-specific special procurement for the group of on-call maintenance and repair services that will serve Metro facilities.

IDENTIFIED POLICY OUTCOMES

The special procurement process requested involves conducting a formal, competitive procurement open to COBID-certified firms only. This will ensure that contract awards are financially responsible for Metro, in that they will be based on competition, while also directing this work to certified minority-owned, woman-owned, service disabled veteran-owned and emerging small businesses.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

This action is supported by Metro's commitment to racial equity as outlined in the Strategic Plan to Advance Racial Equity Diversity and Inclusion Goal E to "advance economic opportunities for communities of color through ... equitable contracting practices..." Specifically this special procurement aligns with the action to "Continue to invest in the social equity contracting program that focuses on the removal of barriers and the creation of accessible contracting opportunities for vulnerable business communities."

This no-cost action provides a manner of supporting historically excluded firms at the same time as Metro is evaluating budget reductions and communities of color are seeking additional support from Metro.

ATTACHMENTS

Resolution No. 20-5100 Request by Metro Procurement Services for the purpose of approving a contract-specific special procurement for on-call maintenance and repair services

Materials following this page were distributed at the meeting.

From: [Wufoo](#)
To: [Legislative Coordinator](#)
Subject: [External sender]Submit testimony to Metro Council [#40]
Date: Friday, May 01, 2020 4:26:59 PM

CAUTION: This email originated from an **External source**. Do not open links or attachments unless you know the content is safe.

Name *	Senia Foster
Email *	doodiesma@gmail.com
Address	<input type="checkbox"/> 4085 SW 160th Ave Apt 1 BEAVERTON, OR 97078 United States

Your testimony

I am sending this same email to any and every person I can find who is listed as a contact in any kind of "business " that has any type of Housing assistance programs or rental assistance, homelessness prevention, etc etc. So, some things may not be exactly relevant to you in particular or whatnot..but I am going to keep emailing people until I find help, since OUTREACH is NOT happening, I'm having to search and figure this out by myself...

I am really confused. There are supposedly NUMEROUS housing programs, rental assistance programs, homelessness assistance, homelessness prevention, etc.. There's the CDBG and ESG just to name two.. Which, by the way, have both received additional funding from the CARES Act.. And, Community Action (Community Connect) is supposedly THE Point of Entry/ contact which people in need of help have to call. It states right on the Community Action website that when a person calls Community Connect, they WILL BE SCREENED (by being asked several"screening questions"), AND SCHEDULED FOR AN HOUR ASSESSMENT with a Housing Staff... However, I've called twice (once back in January, and again today), and both times I was NOT "screened" in any way, and I was literally told that the ONLY assistance that they offer is Emergency Rent assistance which you have to have a 72 hr notice to qualify. That is ALL. And I'm told to call their Emergency Rent Assistance number. They are NOT following the guidelines mandated by the government as a Grantee of CDBG and ESG funding. There ALSO is NOT any OUTREACH being done. I say that, because I am in a vulnerable position, a single mom with 2 kids, one who's disabled, I'm on a fixed income because I'm unable to work, I've had to flee from DV 3 times in the past 3 years, my kids and I have been homeless 3 times in the past 4 years (the 1st time, we were homeless for TWO and a HALF YEARS), and throughout all of this, MANY people in a position to help in some way were fully aware of what my kids and I were struggling with. This includes the school district, the THREE different Family Coaches I've had at DHS, my mental health counselor (one at Sequoia and one at Luke Dorf), my son's therapist, Parent Advocate, my Dr at Providence, my son's Dr at Providence, people at all the organizations that I called for help (Home Forward, Community Action, Gateway Center, Central City Concern, and a couple others). And all I'm ever told is that either "there's no funding", I "don't qualify ", or "the wait list is closed". I know for a fact there's funding and if MY family doesn't qualify then every single word of legislation regarding this entire issue is a LIE. NONE of these people at ANY of the places I've mentioned have ever even TOLD me about ANY assistance or programs, much less REFER me.. I've

had to search countless hours online to find out everything on my own! .. 11 months ago, my kids and I had been homeless for 4 1/2 months after fleeing from physical, verbal, emotional and financial Domestic Violence, and then I was able to get into an apartment w/ help from Community Action. I had temporary rent assistance for 6 months. During that time, I received NO type of case management or support. Then I had to fight hard to get a 3 month extension on my assistance (otherwise we were gonna be on the streets). That ended 2 months ago. I was sent a letter stating I was being exited from the program and that I was entitled to a Hearing if I wanted to "dispute " being exited from assistance. I was NOT given that opportunity. Instead, I was informed via email conversation that basically I had already received the Max amount of time for rent assistance that was possible. However, this person who said this, from Community Actions Homeless/ Housing Services, mistakenly got me mixed up with another girl, and had emailed me as if I was the other girl,.. and from what she said in that email, I found out that this other person had received well over a year of assistance in the SAME program that I had been in! That there serves as PROOF that "All" are NOT treated equal! Now.. Here we are again, facing homelessness. In Feb. I was given a No Cause Eviction notice. March came and the Eviction wasn't followed through with. I paid my \$1175 rent, out of my income of \$1210. March 18th I received another No Cause Termination of Tenancy notice in the mail. My rent for April was not paid and I cannot pay my May rent either, because #1 they just INCREASED my rent to \$1275 (after giving me notice back in Feb), and it comes down to a choice between being able to EAT, or pay my rent and be left BROKE and NOT EAT. I don't even have a car to access Food Pantries! Rent, plus internet (NECESSARY for homeschooling my kids!), phone bill (my phone is my ONLY "lifeline"), Electric bill, Food for my son's therapy dog, not to mention things like SOAP, menstrual hygiene items, shampoo, deodorant, etc.!.. It's all IMPOSSIBLE. I've went days without eating, on more occasions than I can count, so that my kids WOULD'N'T have to go hungry! I just DON'T UNDERSTAND, WHY it is that I CANNOT get any long term assistance, Permanent Supportive Housing, or get into the 811 voucher program, or get on the list for a NED voucher, or SOMETHING, ANYTHING! What about the McKinney Veto Homelessness Assistance!? I have contacted every person/ agency that could possibly be an "entry point", and I get NOTHING. I even emailed the MAIN/ "Head contact" of Homeless /Housing Coordinator at Community Action, three days ago.. and I have yet to receive a reply.

HOW is it, that hundreds of thousands to millions of dollars in Grant funds are allocated to these programs, which exist to house the homeless AND to PREVENT Homelessness, which also are supposed to give PRIORITY to the most vulnerable (people such as ME), yet try and try as I might- I literally cannot get access to the help I need and that I QUALIFY for, to save my life??... The way it's SUPPOSED to work, the "missions" and "goals" etc etc that are clearly stated on HUD website, CA website, Natnl. Assoc. for the Homeless (or whatever it's called), WA county's webpage, and ALL other governmental websites,..Is NOT what is actually happening in reality!! The guidelines and requirements that are mandated of grantees are simply NOT being done! My kids and I could be sleeping on a sidewalk tomorrow and no one would even be bothered by it. Because if I'm pleading for help saying we're gonna be on the streets without some prevention/intervention, and I'm ignored, that literally says that every person and place I've BEGGED to help us did not/does not care at all! Cut I KNOW there is help available. It just isn't being offered to me and MY KIDS.

Is your testimony related to an item I'm not sure
on an upcoming agenda? *

Equity in contracting resolutions for Council approval

May 7, 2020



Metro



Equity focused approach

- Focus on creating opportunity for historically excluded firms
- Removing structural barriers
- Near and long term actions

Resolutions before Council

On-Call maintenance and repair special procurement

Update Equity in Contracting Administrative Rules

On-call maintenance and repair

Special
procurement

Scopes

Intended
outcomes



Special procurement

- Special procurements allow the LCRB to approve a method different than those described in Metro's rules

Our request:

- Allow group of contracts for on-call maintenance and repair to be solicited competitively among COBID-certified firms

Special procurement approach

- Competitive pool of COBID-certified firms
- Targeted, personal outreach
- Simplified solicitation document
- Competitive process and pricing
- Multiple awards to COBID-certified firms

Scopes identified

- Electric
- Plumbing
- HVAC
- Painting
- Roll Up Door
- Roofing
- Repair & Maintenance
- Window/door repair

Intended outcomes

- Contracts that are right-sized for COBID firms
- Provide regular business with Metro
- Build relationships through course of contracts
- Competitive process
- \$3.5 M dollars spent on past contracts

COBID Marketplace

- COBID Marketplace threshold increase from \$50k to \$150K
- Intended outcomes

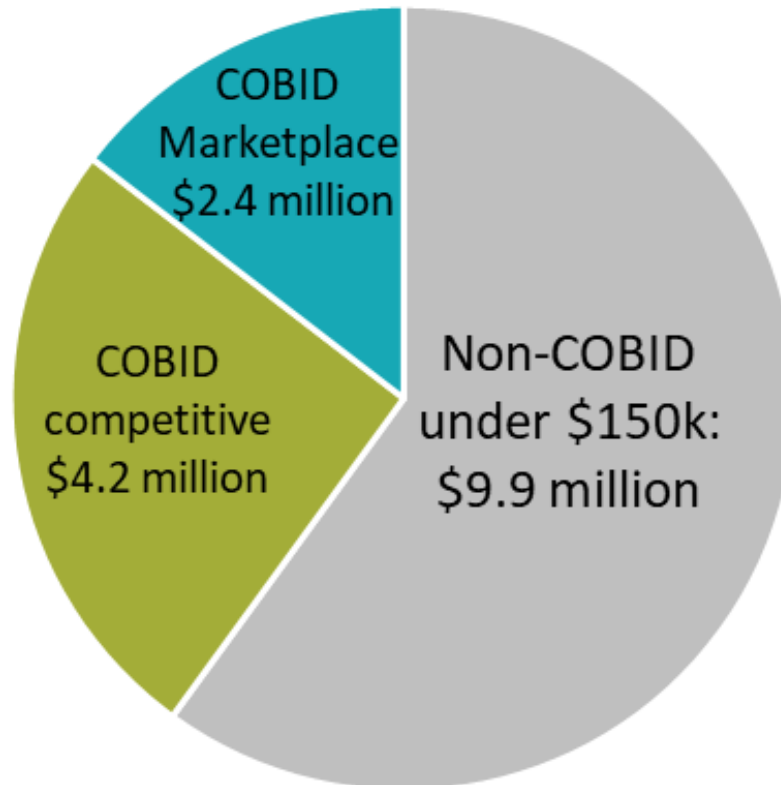


COBID Marketplace

- Personal services
- Direct award up to \$150,000
- Why now?
- Optional method
- Limit 1 open COBID Marketplace contract per firm and per department

Opportunity

COBID Marketplace Personal Services Opportunity



More efforts underway

1. Equity strategy discussions
2. Simplifying solicitation documents
3. Office hours with COBID certified business
4. Access to small direct award contracts
5. Simplified intermediate (<\$150k) procedure

Resolutions before Council

On-Call maintenance and repair special procurement

Update Equity in Contracting Administrative Rules

oregonmetro.gov

