



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, September 24, 2020

2:00 PM

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

Council Meeting & Work Session

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, September 24 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 Consideration of the Council Meeting Minutes for
September 03, 2020.

[20-5462](#)

Attachments: [Council Meeting Minutes for September 03, 2020](#)

- 3.2 Resolution No. 20-5124, For the Purpose of Amending the FY 2020-21 Unified Planning Work Program (UPWP) to add an ODOT Project to Study and New Willamette River Bike and Pedestrian Bridge Between Oregon City and West Linn in the Vicinity of I-205 [RES 20-5124](#)
- Attachments: [Resolution No. 20-5124](#)
[Exhibit A to Resolution No. 20-5124](#)
[Staff Report](#)
- 3.3 Resolution No. 20-5128, For the Purpose of Reappointing Ray Leary to the Metropolitan Exposition Recreation Commission [RES 20-5128](#)
- Attachments: [Resolution No. 20-5128](#)
[Exhibit A to Resolution No. 20-5128](#)
[Exhibit B to Resolution No. 20-5128](#)
[Staff Report](#)
- 3.4 Resolution No. 20-5125, For the Purpose of Completing Required Technical Corrections Through the First of Two Formal Transition Amendments to the 2021-2024 Metropolitan Transportation Improvement Program to Add New Projects Or Correct and Update Current Project Programming Involving Phase Slips, Cost Adjustments, Delivery Timing Updates, and/or Fund Swaps Impacting Various Projects and Agencies (AG21-01-AUG) [RES 20-5125](#)
- Attachments: [Resolution No. 20-5125](#)
[Exhibit A to Resolution No. 20-5125](#)
[Staff Report](#)
- 3.5 Resolution No. 20-5127, For the Purpose of Completing Required Final Corrections to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Plus Amend, Complete Technical Corrections, and Add New Projects as Part of the Transition Formal Amendment to the 2021-24 MTIP (SP21-02-SEP) [RES 20-5127](#)
- Attachments: [Resolution No. 20-5127](#)
[Exhibit A to Resolution No. 20-5127](#)
[Staff Report](#)
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- 3.6 Resolution No. 20-5129, For the Purpose of Approving an Amended and Restated Visitor Development Fund Services Agreement

[RES 20-5129](#)

Attachments: [Resolution No. 20-5129](#)
[Exhibit A to Resolution No. 20-5129](#)
[Staff Report](#)

4. Adjourn to a Work Session

Work Session Begins at 2:15pm

1. Call to Order and Roll Call

2. Work Session Topics:

- 2.1 Goals and Criteria for Wet Waste Allocations to Private Transfer Stations

[20-5463](#)

Presenter(s): Roy Brower, Metro
Molly Vogt, Metro

Attachments: [Work Session Worksheet](#)
[Wet Waste Tonnage Allocations PPT](#)

3. Chief Operating Officer Communication

4. Councilor Communication

5. Adjourn

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Ogeysiiska takooris la'aanta ee Metro

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

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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>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<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>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities.

Agenda Item No. 3.1

Consideration of the Council Meeting Minutes for September 03, 2020

Consent Agenda

Metro Council Meeting
Thursday, September 24, 2020

Metro

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



Metro

Minutes

Thursday, September 3, 2020

3:00 PM

This meeting was held virtually.

Council meeting

1. Call to Order and Roll Call

Present: 7 - Council President Lynn Peterson, Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

2. Public Communication

There was none.

3. Consent Agenda

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

Aye: 7 - Council President Peterson, Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Councilor Lewis, and Councilor Gonzalez

3.1 Considerations of the Council Meeting Minutes for July 30, 2020

Attachments: [Council Meeting Minutes for July 30, 2020](#)

4. Resolutions

4.1 Resolution 20-5126, For the Purpose of Authorizing the Execution of an Intergovernmental Agreement with City of Portland for Implementation of the Metro Affordable Housing Bond Measure

Attachments: [Resolution No. 20-5126](#)
[Exhibit A to Resolution No. 20-5126](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Housing Bond PPT](#)

President Peterson called on Jonathon Williams from Metro's Planning Department to give an overview of the Intergovernmental Agreement with the City of Portland that this Resolution establishes.

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

Aye: 7 - Council President Peterson, Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Councilor Lewis, and Councilor Gonzalez

5. Chief Operating Officer Communication

COO Marissa Madrigal gave a brief update about Covid-19 and its impacts on our staff. She also shared a PowerPoint detailing the next steps of the coordinated Regional Investment Strategy that Metro is working towards, including the Parks and Nature Bond Renewal, Affordable Housing Bond, Supportive Housing Services, and Get Moving 2020.

6. Councilor Communication

There was none.

7. Adjourn

Agenda Item No. 3.2

Resolution No. 20-5124, For the Purpose of Amending the FY 2020-21 Unified Planning Work Program (UPWP) to add an ODOT Project to Study and New Willamette River Bike and Pedestrian Bridge Between Oregon City and West Linn in the Vicinity of I-205

Consent Agenda

Metro Council Meeting
Thursday, September 24, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE FY	)	RESOLUTION NO. 20-5124
2020-21 UNIFIED PLANNING WORK)	
PROGRAM (UPWP) TO ADD AN ODOT	)	Introduced by Chief Operating Officer
PROJECT TO STUDY A NEW WILLAMETTE	)	Marissa Madrigal in concurrence with
RIVER BIKE AND PEDESTRIAN BRIDGE	)	Council President Lynn Peterson
BETWEEN OREGON CITY AND WEST LINN IN)	
THE VICINITY OF I-205)	

WHEREAS, the Unified Planning Work Program (UPWP) describes all federally-funded transportation planning activities for the Portland-Vancouver metropolitan area to be conducted in FY 2020-21 ; and

WHEREAS, the FY 2020-21 UPWP indicates federal funding sources for transportation planning activities carried out by Metro, Southwest Washington Regional Transportation Council, TriMet, Oregon Department of Transportation (ODOT) and other local jurisdictions; and

WHEREAS, ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle bridge over the Willamette River connecting Oregon City and West Linn in the vicinity of I-205 and to identify a preferred bridge alignment; and

WHEREAS, all federally-funded transportation planning projects for the Portland-Vancouver metropolitan area must be included in the FY 2020-21 UPWP; now therefore,

BE IT RESOLVED that the Metro Council hereby amends the FY 2020-21 UPWP to add the ODOT - Oregon City - West Linn Ped-Bike Bridge Concept Plan as shown in the attached Exhibit A.

ADOPTED by the Metro Council this 24 day of September, 2020

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

ODOT – Oregon City - West Linn Ped-Bike Bridge Concept Plan

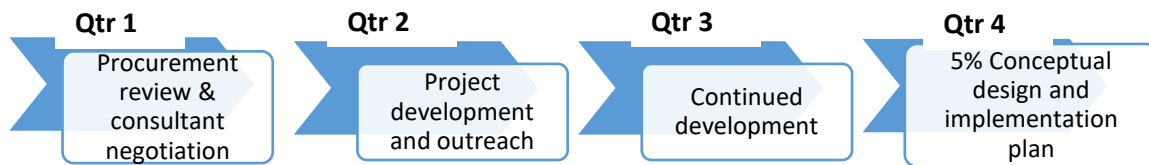
Staff Contact: Kristen Stallman, Kristen.Stallman@odot.state.or.us

Description

ODOT Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian and bicycle bridge over the Willamette River connecting Oregon City and West Linn, and to identify a preferred bridge alignment. This planning effort supports community desires to connect the regional active transportation network in this area. The existing Arch Bridge (OR 43) does not adequately serve bicycle and pedestrian connectivity within the vicinity. The planned I-205 Abernethy bridge will not allow bicycle and pedestrian use. Further, agency partners are interested in identifying a new option for a low stress connection between the two cities. ODOT, with partner agencies has initiated this planning study in pursuit of providing bicycle and pedestrian travel options between Oregon City and West Linn. The work will rely on ODOT’s *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible. Today, no existing local or regional plans call for the construction of a new pedestrian and bicycle bridge of the Willamette River between Oregon City and West Linn. There are planned facilities at various stages of development (planned but unfunded, designed but unfunded, funded awaiting construction) within the identified study area on each side of the river. Assessing the need and preferred alignment for a pedestrian and bike bridge will require local agency partnership and community involvement.

ODOT’s planning effort aligns with efforts by regional partners to reimagine access to the Willamette River in Oregon City and West Linn. A new pedestrian and bicycle bridge will enhance access for people walking and biking and provide the region opportunities to reconnect with the river and identify a key missing connection in the regional bikeway and pedestrian system. Completing the active transportation network with a bridge creates essential access to and along the Willamette River between Gladstone, Oregon City, and West Linn.

Key Project Deliverables / Milestones



FY 2020-21 Cost and Funding Sources

Requirements:		Resources:	
Personal Services	\$ 50,000	Federal	\$ 50,000
Materials & Services	\$ 300,000	Federal	\$ 300,000
TOTAL	\$ 350,000	TOTAL	\$ 350,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5124 FOR THE PURPOSE OF AMENDING THE FY 2020-21 UNIFIED PLANNING WORK PROGRAM (UPWP) TO ADD AN ODOT PROJECT TO STUDY A NEW WILLAMETTE RIVER BIKE AND PEDESTRIAN BRIDGE BETWEEN OREGON CITY AND WEST LINN IN THE VICINITY OF I-205

Date: June 30, 2020
Department: Planning
Meeting Date: September 24, 2020

Prepared by: John Mermin, 503.797.1747, john.mermin@oregonmetro.gov

ISSUE STATEMENT

The UPWP is developed annually and documents metropolitan transportation planning activities performed with federal transportation funds. The UPWP is a living document, and may be amended periodically over the course of the year to reflect new projects or changes in project scope or budget.

The Oregon Department of Transportation (ODOT) Region 1 is initiating a planning effort with agency partners to assess the need for a pedestrian / bicycle bridge over the Willamette River connecting Oregon City and West Linn, and to identify a preferred bridge alignment.

ACTION REQUESTED

Approval of the requested amendment to the 2020-21 UPWP.

IDENTIFIED POLICY OUTCOMES

The near-term investment strategy contained in the 2018 Regional Transportation Plan (RTP) focuses on key priorities for the purpose of identifying transportation needs, including projects and the planning activities contained in the UPWP. These investment priorities include a specific focus on four key outcomes:

- Equity
- Safety
- Managing Congestion
- Climate

The planning activities within the ODOT – Region 1 Planning for Operations are consistent with 2018 RTP policies and intend to help the region achieve these outcomes.

STAFF RECOMMENDATIONS

Approve Resolution No. 20-5124 and amend the FY 2020-21 UPWP.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Known Opposition

None

Legal Antecedents

Metro Council Resolution No. 20-5086 FOR THE PURPOSE OF ADOPTING THE FISCAL YEAR 2020-21 UNIFIED PLANNING WORK PROGRAM

Anticipated Effects

Approval will allow to begin spending federal funding on this study.

BACKGROUND

This planning effort supports community desires to connect the regional active transportation network in this area. The work will rely on ODOT's *I-205: Stafford Road to OR 99E (Abernethy Bridge) Bicycle and Pedestrian Assessment (2016)* and existing local and regional plans, to the greatest extent possible.

The project's scope includes intergovernmental coordination and a project management team. There will include three workshops with technical experts and presentations to City Councils and County Commissions. The project team will analyze Willamette river bridge alignments and identify the preferred alignment amongst three options:

- New bicycle and pedestrian bridge south of the OR 43 Oregon City Arch Bridge
- New bicycle and pedestrian bridge north of the OR 43 Oregon City Arch Bridge and south of the Abernethy Bridge
- Restricting OR 43 Oregon City Arch Bridge to only active transportation use

The scoping and design for the preferred bridge location will include:

- Concept up to 5% design – focusing on a fatal flaws analysis
- Scoping for NEPA and technical analysis
- Scoping level cost estimate
- Develop plan implementation plan

Public outreach and engagement for the project will include developing strategies to engage community based organizations and community leaders as well as virtual engagement strategies.

Agenda Item No. 3.3

Resolution No. 20-5128, For the Purpose of Reappointing Ray Leary to the Metropolitan
Exposition Recreation Commission

Consent Agenda

Metro Council Meeting
Thursday, September 24, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 20-5128
COUNCIL PRESIDENT’S REAPPOINTMENT OF) Introduced by Council President Lynn
RAY LEARY TO THE METROPOLITAN) Peterson
EXPOSITION RECREATION COMMISSION

WHEREAS, the Metro Code, Section 6.01.030(a) provides that the Metro Council President shall appoint all members to the Metropolitan Exposition Recreation Commission (“the Commission”) ; and

WHEREAS, the Metro Code, Section 6.01.030(b) provides that the Council President’s appointments to the Commission are subject to confirmation by the Metro Council; and

WHEREAS, pursuant to Metro Code Section 6.01.030(d)(1), the City of Portland has nominated Ray Leary for reappointment on the Commission; and

WHEREAS, pursuant to Metro Code, Section 6.01.030(e)(1), the Metro Council President has the authority to concur with the City of Portland’s nomination of Mr. Leary or reject it ; and

WHEREAS, the Metro Council President has concurred with the City of Portland’s nomination of Mr. Leary and submitted the reappointment of Mr. Leary to the Metro Council for confirmation; and

WHEREAS, the Metro Council finds that Ray Leary has the experience and expertise to make a substantial contribution to the Commission’s work; now therefore,

BE IT RESOLVED that the Metro Council hereby confirms the Council President’s reappointment of Ray Leary as a member of the Metropolitan Exposition Recreation Commission for a 4-year term as provided by the Metro Code, commencing on September 25th, 2020 through September 25th, 2024.

ADOPTED by the Metro Council this 24th day of September, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Office of Mayor Ted Wheeler
City of Portland

August 24, 2020

Lynn Peterson, President
Metro Council
600 NE Grand Ave
Portland, OR 97232

Dear President Peterson,

I am pleased to present Ray Leary as the City of Portland's nominee to the Metropolitan Exposition and Recreation Commission (MERC), for a four-year term ending on September 25, 2024. On August 19, 2020, the Portland City Council, through Resolution 37503, unanimously approved Mr. Leary as the City's nominee.

Mr. Leary has served on MERC since 2004 and wished to continue as one of the two City representatives to see the venues through the COVID-19 crisis. His many years of community service and commitment to major MERC projects, including the First Opportunity Target Program and the Oregon Convention Center hotel, make him an ideal candidate for the commission. His years of experience on the Commission provide a strong basis for guiding budget and policy decisions for the Portland's Centers for the Arts, Oregon Convention Center, and Portland Expo Center. Mr. Leary lives within the City of Portland and therefore meets the residency requirement for this position.

Please accept our recommendation to appoint Mr. Leary to the Commission.

Sincerely,

Ted Wheeler
Mayor, City of Portland

Leadership Bio



Name: Ellis Ray Leary

Commission function: Commission Member

Represents: City of Portland

Professional Experience: Native Portlander Ellis Ray Leary is active in real estate and community development as a principal officer of ERL, LLC. He co-owns Leary & Associates, providing consulting services for diversity training and organizational development. Ray is a natural mentor and is the president of The I Am Academy, co-founder of Self Enhancement Inc, and served on the Oregon Youth Authority African American Advisory Commission. Leary previously worked as an executive assistant to the president and CEO of Adidas America before becoming the project manager for Adidas' first full-line retail store in Portland. He also served as the Urban League of Portland's interim president and as director of development.

Ray has received many awards and honors for his artistic achievements and civic leadership. His artistic accomplishments include a 1996 Grammy award nomination for songwriter/producer and a Hip Hop Hall of Fame Award. Leadership honors include the Salvation Army Community Pride Award, President Bush's Point of Light Foundation, the Ron Schmidt Award from the PRSA Portland Chapter, and the NAACP Portland Image Award.

Ray's many accomplishments with both business and real estate give him a broad perspective on the business and strategic goals of MERC. His experience helps the agency anticipate and respond to the complex development issues associated with the MERC venues and to work effectively with the agency's business and community partners.

Organizations/Affiliations

- NAACP, Member
- N.E. Business Association, Member
- Portland Oregon Sports Authority, Board

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5128 FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENT OF RAY LEARY TO THE METROPOLITAN EXPOSITION RECREATION COMMISSION.

Date: September 24th, 2020

Prepared by: Amy Nelson

BACKGROUND

The Metro Code, Section 6.01.030(a), gives the Metro Council President sole authority to appoint all members of the Metropolitan Exposition Recreation Commission, subject to confirmation by the Council. Section 6.01.030 (d)(1) of the Code allows the City of Portland to nominate a candidate for appointment for the Council President's consideration. Under Section 6.01.030(e)(1) of the Metro Code, the Metro Council President has the authority to concur with the City of Portland's nomination and submit it to the Council for confirmation, or reject it.

The City of Portland has recommended re-appointment of Ray Leary for continued membership on the Commission. A copy of Mr. Leary's resume is attached hereto as Attachment 1.

ANALYSIS/INFORMATION

- **Known Opposition.** None
- **Legal Antecedents.** Metro Code as referenced above.
- **Anticipated Effects.** Reappointment of Ray Leary to the Metropolitan Exposition Recreation Commission, in the manner provided by the Metro Code.
- **Budget Impacts.** None

RECOMMENDED ACTION

The Metro Council President recommends approval of Resolution 20-5128 to confirm the reappointment of Ray Leary to the Metropolitan Exposition Recreation Commission for a four-year term beginning on September 25th, 2020 and ending September 25th, 2024.

Resolution No. 20-5125, For the Purpose of Completing Required Technical Corrections Through the First of Two Formal Transition Amendments to the 2021-2024 Metropolitan Transportation Improvement Program to Add New Projects Or Correct and Update Current Project Programming Involving Phase Slips, Cost Adjustments, Delivery Timing Updates, and/or Fund Swaps Impacting Various Projects and Agencies (AG21-01-AUG)

Consent Agenda

Metro Council Meeting
Thursday, September 24, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF COMPLETING REQUIRED) RESOLUTION NO. 20-5125
TECHNICAL CORRECTIONS THROUGH THE FIRST)
OF TWO FORMAL TRANSITION AMENDMENTS) Introduced by: Chief Operating Officer
TO THE 2021-2024 METROPOLITAN) Andrew Scott in concurrence with
TRANSPORTATION IMPROVEMENT PROGRAM) Council President Lynn Peterson
TO ADD NEW PROJECTS OR CORRECT AND)
UPDATE CURRENT PROJECT PROGRAMMING)
INVOLVING PHASE SLIPS, COST ADJUSTMENTS,)
DELIVERY TIMING UPDATES, AND/OR FUND)
SWAPS IMPACTING VARIOUS PROJECTS AND)
AGENCIES (AG21-01-AUG))

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, development of the new 2021-24 MTIP required the document to complete programming actions and be locked-down as of April 2020 to initiate required public review and final approvals resulted in a project development and period gap which the MTIP Formal Transition Amendment is addressing; and

WHEREAS, the 2021-24 MTIP Transition Amendment will address required technical corrections and adding new projects that emerged during the gap period; and

WHEREAS, the 2021-24 Transition Amendment will be split into a two-part Formal/Full Amendment and Administrative Modification to address programming corrections and provide the ability to add new projects; and

WHEREAS, the second formal part to the 2021-24 MTIP Transition Amendment will occur with the September 2020 Formal MTIP Transition Amendment as a safety net to catch any last required technical corrections required to the 2021-24 MTIP not identified in the August 2020 Formal MTIP Transition Amendment; and

WHEREAS, adding new projects and significant programming corrections which could impact the fiscal constraint finding require a more detailed review and will proceed as formal/full amendments; and

WHEREAS, 2021-24 MTIP Formal/Full Transition Amendment programming corrections will include required phase slip corrections for projects not carried over into the 2021-24 MTIP, adding a new projects or phase as required by federal regulations, completing major fund swaps, correcting project delivery phase obligation timing, and completing other required technical corrections to ensure projects are correctly programmed in the 2021-24 MTIP

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 August 2021-24 MTIP Formal Transition 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 August 2020 Formal Transition 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 August 7, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5125 consisting of the August 2020 Formal MTIP Transition Amendment bundle on September 17, 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 September 24, 2020 to formally amend the 2021-24 MTIP to include the required changes, advancements, or additions to the thirteen identified projects as part of Resolution 20-5125.

ADOPTED by the Metro Council this 24th day of September 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed August 2020 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **AG21-01-AUG**
 Total Number of Projects: **13**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 18001 MTIP ID 70478	Clackamas County	Clackamas County Regional Freight ITS Project	PHASE SLIP Adding Construction phase to FY 2021 to the 2021-24 MTIP with \$1,571,585 of STBG plus required match	Construction phase planned FY 2020 obligation delayed to Re-certification requirements upon project and COVID-19 impacts delaying federal approval steps. Revised construction phase obligation project is early winter FY 2021.
Project #2 ODOT Key 20879 MTIP ID 70873	Metro	Regional Travel Options (2020)	PHASE SLIP: Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match	Expenditures of past RTO obligations moved slower than anticipated partly due to COVID-19 limitations resulting a delay in obligating Key 20879. Key 20879 is being slipped to FY 2021 as a result. The result is the slip acts as if a new project is being added to the 2021-24 MTIP
Project #3 ODOT Key 21839 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY23	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23 (FFY 2022)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 23 (FFY 2022)
Project #4 ODOT Key 21849 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY24	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 24 (FFY 2023)
Project #5 ODOT Key 21860 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY25	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 25 (FFY 2024)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 25 (FFY 2024)

Project #6 ODOT Key 22075 MTIP ID 71150	ODOT	Columbia Bottomlands Mitigation/ Conservation	<u>ADD NEW PHASE (Construction):</u> The Construction phase with \$15 million of State funds is being added now to the 2021-24 MTIP. Construction is planned for FY 2022.	The Construction phase was identified to be added to the MTIP after lock-down occurred for public notification. Through the Transition amendment, the project is being updated.
Project #7 ODOT Key 22033 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY22	<u>ADD NEW PROJECT:</u> The amendment adds the first year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #8 ODOT Key 22048 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY23	<u>ADD NEW PROJECT:</u> The amendment adds the second year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #9 ODOT Key 22058 MTIP ID TBD NEW PROJECT	ODOT	Oregon Transportation Network - TriMet FFY24	<u>ADD NEW PROJECT:</u> The amendment adds the third year of three years of transit capital funds from ODOT for TriMet	The State STBG provides urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.
Project #10 ODOT Key 22133 MTIP ID 71127	Portland	N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave	<u>FUND SWAP:</u> Metro STBG funds replace CMAQ funds for the project	The project was identified early on as a possible candidate for CMAQ funding. Preliminary programming was created with CMAQ funds. However, the final programming decision was to commit STBG in place of CMAQ funds. The change was not made during the final review and update. The correction is occurring now.
Project #11 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	MAX Red Line Extension & Reliability Improvements	<u>ADD NEW PROJECT:</u> The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.	The official announcement for the FTA 530 funds awarded to the project occurred after the 2021-24 MTIP was locked-down and the public review started. The complete project is being added now through the Transition Amendment.

Project #12 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	<u>ADD NEW PROJECT:</u> The amendment adds a new FTA grant award for TriMet that support TOD planning for the MAX Red Line Light Rail project	The FTA award announcement for the TOD planning is a discretionary FY 20 award under FTA Section 20005(b) for Transit Oriented Development planning needs
Project #13 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	<u>ADD NEW PROJECT:</u> The amendment adds the new project to the 2021-24 MTIP which was awarded after the new MTIP was in public notice lock-down	The funding award originates from ODOT Mass Transit Vehicle Replacement program.



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Construction Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Clackamas County		Project Type:	TSMO		ODOT Key: 18001
Project Name: Clackamas County Regional Freight ITS Project	1	ODOT Type	Ops/ITS		MTIP ID: 70478
		Performance Meas:	Yes		Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date: 6/1/2022
		Conformity Exempt:	Yes		RTP ID: 10020
Short Description: Improves the reliability of the regional freight system by reducing freight vehicle delay in known congested areas through a variety of ITS system enhancements.		On State Hwy Sys:	N/A		RFFA ID: 50182
		Mile Post Begin:	N/A		RFFA Cycle: 2012-15
		Mile Post End:	N/A		UPWP: No
		Length:	N/A		UPWP Cycle: N/A
		1st Year Program'd:	2014		Past Amend: 8
		Years Active:	8		OTC Approval: No
		STIP Amend #:	TBD		MTIP Amnd #: AG21-01-AUG

Detailed Description: The Clackamas County Regional Freight ITS project will improve freight mobility in congested subareas of the Clackamas Industrial Area with improved signal equipment, signal timing and minor roadway improvements. It includes the creation of a Freight ITS Plan in Phase 1 and the prioritized implementation of that plan in Phase 2. The Freight ITS plan will include technical analysis of existing and future conditions related to traffic safety and operations and a stakeholder review process. The second phase of the project, a list of Freight ITS improvements would be prioritized and constructed as funding allows. Potential treatments include signal priority for freight trucks, freight traveler information, signal re-timing and enhanced communication between signals, and railroad-highway safety treatments.

STIP Description: Improves the reliability of the regional freight system by reducing freight delays in known congested areas through a variety of ITC system enhancements.

Last Amendment of Modification: PE increased but Construction phase canceled in 2018-21 MTIP - June 2020. Re-adding the project reflects the 9th amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
STP-U	Z230	2014					\$ 238,838	\$ 238,838
STP-U	Z230	2018		\$ 411,654				\$ 411,654
STP-U	Z230	2021				\$ 1,424,508		\$ 1,424,508
							\$	-
							\$	-
							Federal Totals:	\$ 2,075,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
							\$	-
							\$	-
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2014					\$ 27,336	\$ 27,336
Local	Match	2018		\$ 47,116				
Local	Match	2021				\$ 163,041		\$ 163,041
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 458,770	\$ -	\$ -	\$ 266,174	\$ -
Phase Totals After Amend:			\$ -	\$ 458,770	\$ -	\$ 1,587,549	\$ 266,174	\$ 2,312,493
							Year Of Expenditure (YOE):	\$ 2,312,493

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.
- > Project Slip: Only the construction will show active in he 2021-24 MTIP. The PE phase was obligated earlier than FY 2021 in the 2018-21 MTIP.

Amendment Summary:

The formal amendment reflects a technical update and correction to the project. The formal amendment slips the project's Construction phase from FY 2020 to FY 2021 into the new FY 2021-24 MTIP. The planned obligation before the end of FY 2020 did not occur as re-certification pilot project requirements and COVID -19 impacts on staff and project consultants delayed the project. Normally, the Construction phase would be slipped into the next constrained year of the MTIP. However, since the 2021-24 MTIP replaces the 2018-21 MTIP, the project must be added to the MTIP. The Construction phase is large enough with \$1,424,508 of STPto impact the fiscal constraint finding which also supports the need for a formal/full amendment

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 1104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

- > STP-U = Federal Surface Transportation Program appropriated to the states with a portion allocated to the MPOs to be applied in urban areas
- > 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 - Motor Vehicle
- > TCM project: No
- > Located on the CMP: Yes

Clackamas County Regional Freight ITS Project



OR 212/224 Study Area -
Potential Deployment Area



Wilsonville Study Area -
Potential Deployment Area

Vicinity Map



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
PHASE SLIP**
The Other phase with STBG is being
slipped from FY 20 to FY 21

Lead Agency: Metro		Project Type: Other	ODOT Key: 20879
Project Name: Regional Travel Options (2020)	2	ODOT Type: Other	MTIP ID: 70873
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 11054
Short Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility.		On State Hwy Sys: N/A	RFFA ID: 50357
		Mile Post Begin: N/A	RFFA Cycle: 2019-21
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2014	Past Amend: 1
		Years Active: 8	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
		Detailed Description: The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. RTO includes all of the alternatives to driving alone, such as carpooling, vanpooling, riding transit, bicycling, walking and telecommuting. The program maximizes investments in the transportation system and relieves traffic congestion by managing travel demand in the region, particularly during peak commute hours.	
STIP Description: TBD			
Last Amendment of Modification: January 2019 - AB19-06-JAN1.FUNDING CORRECTION: Updated authorized STBG amount and required match is corrected for the project. Cost change is less than 1%			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (RTO)	Total
Federal Funds								
STBG-U	Z230	2020						\$ -
STBG-U	Z230	2021					\$ 2,598,451	\$ 2,598,451
								\$ -
							Federal Totals:	\$ 2,598,451
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020						
Local	Match	2021					\$ 297,404	\$ 297,404
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,895,855	\$ 2,895,855
							Year Of Expenditure (YOE):	\$ 2,895,855

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.
- > Project Slip: The phase slip results in adding a new project to the FY 2021-24 MTIP and is treated as a new project.

Amendment Summary:

- The formal amendment adds the RTO FY 2020 project allocation to the 2021-24 MTIP. The project funds were not obligated by the end of FY 2020. Expenditures from prior obligated funds moved slower partly due to COVID-19 limitations. Since the project was not carried over into the 2021-24 MTIP, the phase slips functions as adding a new project to the 2021-24 MTIP.
- > Will Performance Measurements Apply: Possibly under the RTP goal of Equity.

RTP References:

- > RTP ID: 11054 - Regional Travel Options
- > RTP Description: Metro awards grant funding, coordinates marketing efforts, and provides technical assistance and evaluation to agencies and organizations to encourage people to make fewer auto trips. RTO-funded activities include worksite and college information programs that make transit, bicycling, walking and ridesharing easier to use
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Grants for training and research programs.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.4 - Access to Active Travel Options
- > Goal Description: Increase household and job access to planned regional bike and walk networks.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of 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: No

2018-2021 Metropolitan Transportation Improvement Program (MTIP)
 Current Approved Project list with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Regional Travel Options (2020)				
Project IDs		Project Description				Project Type
ODOT KEY	20879	The Regional Travel Options (RTO) program implements strategies to help diversify trip choices reduce pollution and improve mobility.				Regional travel options
MTIP ID	70873					
RTP ID						
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2020	STBG-URBAN	\$2,598,451	\$297,404	\$0	\$2,895,855
FY 18-21 Totals			\$2,598,451	\$297,404	\$0	\$2,895,855
Estimated Project Cost (YOES)			\$2,598,451	\$297,404	\$0	\$2,895,855



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Metro SFY23 UPWP Planning
Funds Added to FY 2022

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21839
Project Name: Portland Metro Planning SFY23	3	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 6/30/2023
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2023
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
		Project Status: 0 = No activity.	
Short Description: Portland Metro MPO planning funds for SFY 23 (FFY2022). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)			
Detailed Description: Key 21839 will be used to combine SFY allocated 5303 and STBG in Key 22151 and possible other planning keys dedicated to UPWP activities in SFY 2023 (FFY 2022). The Combination amendment for SFY 23 UPWP should occur around March 2022. Key 21839 will become the final approval "Key" for the SFY 23 UPWP Master Agreement list of projects to be obligated by the end of June 2022. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.			
STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2022. Projects will be selected in the future through the MPO process.			

Last Amendment of Modification: None. Adding a new project to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
PL	Z450	2022	\$ 2,108,492					\$ 2,108,492
5303	Z77D	2022	\$ 608,621					\$ 608,621
								\$ -
							Federal Totals:	\$ 2,717,113
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2022	\$ 241,326					\$ 241,326
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022	\$ 69,659					\$ 69,659
								\$ -
Local funds are committed as the required match to the federal 5303 funds							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,028,098	\$ -	\$ -	\$ -	\$ -	\$ 3,028,098
Year Of Expenditure (YOE):								\$ 3,028,098

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.
- > New Project: Full programming is being added to the MTIP.

Amendment Summary:

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY23 (FFY 2022). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 23 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

Fund Codes:

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Metro SFY24 UPWP Planning
Funds Added to FY 2023

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21849
Project Name: Portland Metro Planning SFY24	4	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 6/30/2024
		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2023
		1st Year Program'd: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG		
<p>Project Status: 0 = No activity.</p>			
<p>Short Description: Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)</p>			
<p>Detailed Description: Key 21849 will be used to combine SFY allocated 5303 and STBG in Key 22152 and possible other planning keys dedicated to UPWP activities in SFY 2024 (FFY 2023). The Combination amendment for SFY 24 UPWP should occur around March 2023. Key 21849 will become the final approval "Key" for the SFY 24 UPWP Master Agreement list of projects to be obligated by the end of June 2023. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.</p>			
<p>STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2023. Projects will be selected in the future through the MPO process.</p>			

Last Amendment of Modification: None. Adding a new project to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
PL	Z450	2023	\$ 2,107,855					\$ 2,107,855
5303	Z77D	2023	\$ 620,694					\$ 620,694
								\$ -
							Federal Totals:	\$ 2,728,549
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2023	\$ 241,253					\$ 241,253
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2023	\$ 71,041					\$ 71,041
								\$ -
Local funds are committed as the required match to the federal 5303 funds							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ -	\$ 3,040,843
Year Of Expenditure (YOE):								\$ 3,040,843

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.
- > New Project: Full programming is being added to the MTIP.

Amendment Summary:

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY24 (FFY 2023). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 24 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

Fund Codes:

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Metro SFY25 UPWP Planning
Funds Added to FY 2024

Lead Agency: Metro		Project Type: Planning	ODOT Key: 21860
Project Name: Portland Metro Planning SFY25	5	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 6/30/2025
Short Description: Portland Metro MPO planning funds for SFY 25 (FFY 2024). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)		Conformity Exempt: Yes	RTP ID: 11103
		On State Hwy Sys: No	RFFA ID: Step 1
		Mile Post Begin: N/A	RFFA Cycle: 2022-24
		Mile Post End: N/A	UPWP: Yes
		Length: N/A	UPWP Cycle: SFY2025
		1st Year Program'd: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: Key 21860 will be used to combine SFY allocated 5303 and STBG in Key 22153 and possible other planning keys dedicated to UPWP activities in SFY 2025 (FFY 2024). The Combination amendment for SFY 25 UPWP should occur around March 2024. Key 21860 will become the final approval "Key" for the SFY 25 UPWP Master Agreement list of projects to be obligated by the end of June 2024. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.			
STIP Description: Portland Metro MPO planning funds for Federal fiscal year 2024. Projects will be selected in the future through the MPO process.			

Last Amendment of Modification: None. Adding a new project to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
PL	Z450	2024	\$ 2,107,223					\$ 2,107,223
5303	Z77D	2024	\$ 632,761					\$ 632,761
								\$ -
							Federal Totals:	\$ 2,739,984
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2024	\$ 241,181					\$ 241,181
								\$ -
ODOT State funds are committed as the required match to the federal PL funds							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2024	\$ 72,422					\$ 72,422
								\$ -
Local funds are committed as the required match to the federal 5303 funds							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 3,053,587	\$ -	\$ -	\$ -	\$ -	\$ 3,053,587
Year Of Expenditure (YOE):								\$ 3,053,587

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.
- > New Project: Full programming is being added to the MTIP.

Amendment Summary:

The formal amendment adds the Metro estimated PL and 5303 planning funds to the 2021-24 MTIP for obligation and expenditure in SFY25 (FFY 2024). Past discussions and planning fund reviews delayed the PL and 5303 programming until now.

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 11103 - Regional MPO Activities for 2018-2027
- > RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Planning - Planning and technical studies
- > UPWP amendment: Yes, when the SFY 25 UPWP is developed
- > RTP Goals: Goal 11- Transparency and Accountability
- > Goal 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis

Fund Codes:

- > PL = Federal Planning funds allocated to Metro in support of required planning activities.
- > 5303 = Federal planning funds allocated to Metro with a focus area on transit planning needs.
- > State = State funds committed as part of the required federal match or as overmatching funds.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No



Metro
 20121-24 Metropolitan Transportation Improvement Program (MTIP)
 PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PHASE
 Construction Phase added to the
 project in FY 2022

Lead Agency: ODOT		Project Type:	Other		ODOT Key:	22075
Project Name: Columbia Bottomlands Mitigation/Conservation	6	ODOT Type	Enviro		MTIP ID:	71150
		Performance Meas:	No		Status:	4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No		Comp Date:	12/31/2023
		Conformity Exempt:	Yes		RTP ID:	Appendix F
Short Description: Develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species		On State Hwy Sys:	N/A		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:	1		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
Detailed Description: In the northwestern Portland area from the Columbia River west to US 30, and the St Helens area in the north (Outside MPO Boundary) then south to NW St Helens Rd just north of the Smith and Bybee Wetlands area, establish the Columbia Bottomlands Mitigation/Conservation Bank to generate conservation credits for future ODOT project impacts to aquatic resources and Endangered Species Act (ESA) listed fish species						
STIP Description: develop a long term mitigation/conservation bank in the Lower Willamette Watershed that generates credits for aquatic resources to be used by the greatest number of Endangered Species Act (ESA) listed fish species						
Last Amendment of Modification: None. This is the first amendment to the project since being added to the 2018 MTIP in January 2020.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
State	S010	2020		\$ 6,977				\$ 6,977
State	S010	2021			\$ 1,000,000			\$ 1,000,000
State	S010	2022					\$ 1,550,000	\$ 1,550,000
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OVM	2020		\$ 393,023				\$ 393,023
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 400,000	\$ 1,000,000	\$ -	\$ -	\$ 1,400,000
Phase Totals After Amend:			\$ -	\$ 400,000	\$ 1,000,000	\$ -	\$ 1,550,000	\$ 2,950,000
Year Of Expenditure (YOE):								\$ 2,950,000

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.

> Add Phase

Amendment Summary:

The formal amendment adds the Construction phase for the project in FY 2022. State funds have been committed to support the Construction phase. Construction phase funding was originally approved by the OTC back in December 2019. However, by the time the project construction phase was ready to program, the 2021-24 MTIP had already commenced lock-down for the required public review process. The correction to add the Construction phase to the 2021-24 MTIP is occurring now.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: Appendix F to the 2018 RTP

> RTP Description: Environmental Assessment and Potential Mitigation Strategies

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 6 - Healthy Environment

> Goal 6.1 - Biological and Water Resources

> Goal Description: Protect fish and wildlife habitat and water resources from the negative impacts of transportation.

Fund Codes:

> State = General state funds committed to the project

> 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: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No

Background:

ODOT has identified a need in the Lower Willamette watershed area for a compensatory mitigation bank to generate conservation credits that compensate for future ODOT projects impacts to aquatic resources and Endangered Species Act (ESA) listed fish species.

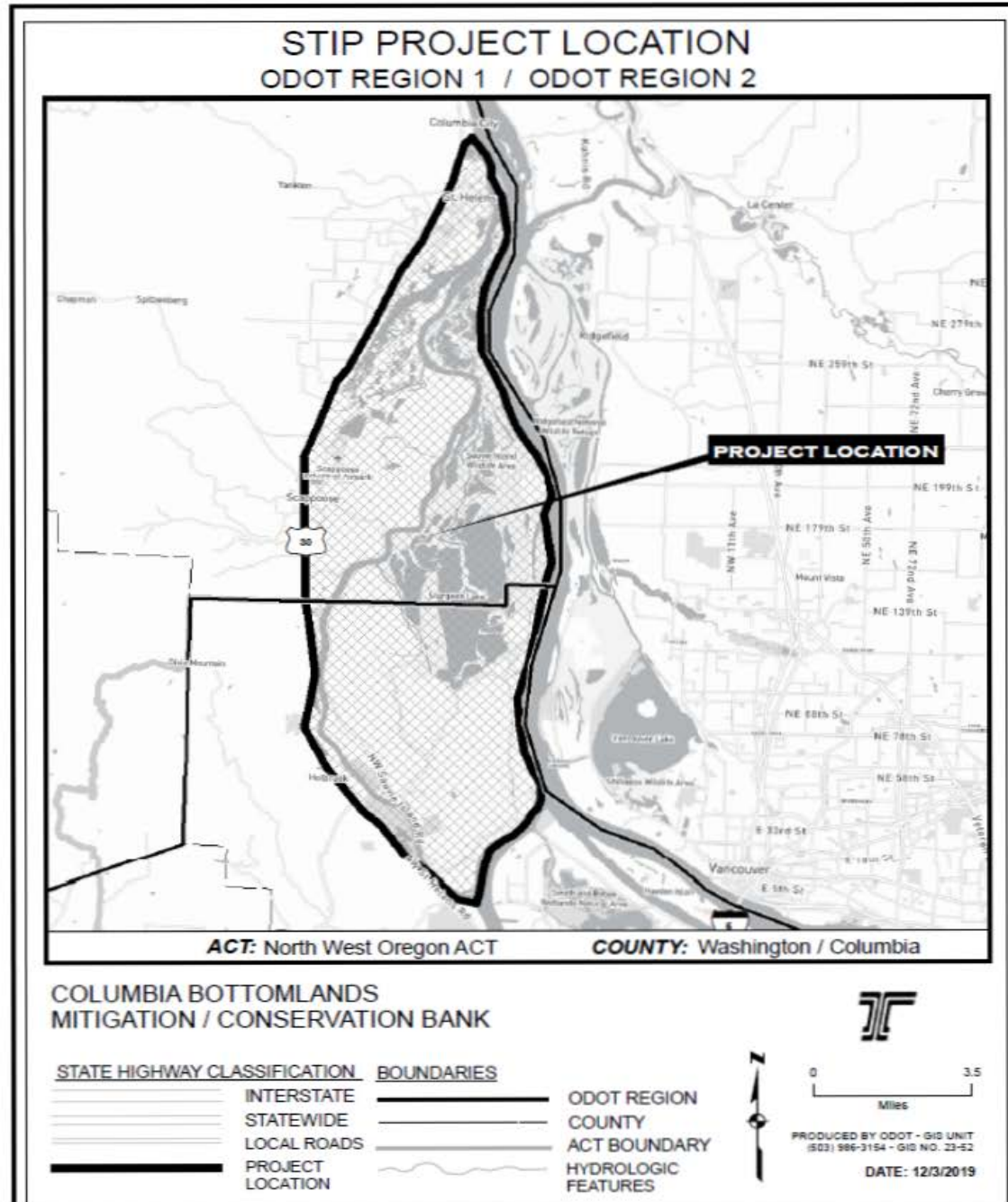
The Columbia Bottomlands mitigation bank site identified in this proposal will meet long-term mitigation needs for STIP projects in the Lower Willamette watershed that spans much of Region 1 and a portion of Region 2. There are currently limited aquatic resource banks in the watershed and banked aquatic resource mitigation credits are an identified critical path item for project delivery in this area. The proposed bank at Columbia Bottomlands will also increase the speed of permit approvals by avoiding compensatory mitigation design for individual projects, at the same time providing economies of scale that reduce environmental mitigation costs.

Compensatory mitigation is the use of off-site restoration activities to mitigate unavoidable disturbance that occurs during the construction phase of a project. The currency for offsetting this disturbance is a conservation credit which is a unit measure of ecological benefit generated by a restoration project for a specific ecological need (water quality, wildlife habitat). Credits are considered banked when they're certified and ready for use.

The requested funds would establish a large scale aquatic resource restoration site at the Columbia Bottomlands location (along Highway 30 near Scappoose). Once restoration activities have achieved a healthy, stable level of measureable benefit conservation credits could be certified. These credits would be then available to offset unavoidable disturbance by future projects in the same watershed. Such projects could include a future Interstate 5 bridge replacement project over the Columbia River. The Columbia Bottomlands is the identified highest ecological priority area (Attachment 1) within the Lower Willamette Watershed and is where we will locate the bank.

Options:

With approval, the agency will initiate a Request for Proposals (RFP) for a full-outsourced "Turnkey" compensatory mitigation/conservation bank project. The project will include site selection planning, acquisition, preliminary engineering and construction. Our target restoration goal is to generate a minimum of 10 acre-credits of aquatic resources usable by the greatest number of ESA listed fish





Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Transit Capital Funding for FY 2022

Lead Agency: ODOT		Project Type: Transit	ODOT Key: 22033
Project Name: Oregon Transportation Network - TriMet FFY22	7	ODOT Type: Transit	MTIP ID: TBD
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2023
		Conformity Exempt: Yes	RTP ID: 11331
Short Description: Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys: N/A	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: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22033 represent one of three years of funding from ODOT supporting the Oregon Transportation Network.			
STIP Description: Urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.			
Last Amendment of Modification: None. This is the initial project programming in the MTIP			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State STBG	2240	2022					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							Federal Totals:	\$ 3,735,416
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022					\$ 427,535	\$ 427,535
								\$ -
							Local Total	\$ -
Local match requirement is set at 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Year Of Expenditure (YOE):								\$ 4,162,951

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.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

Amendment Summary:

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

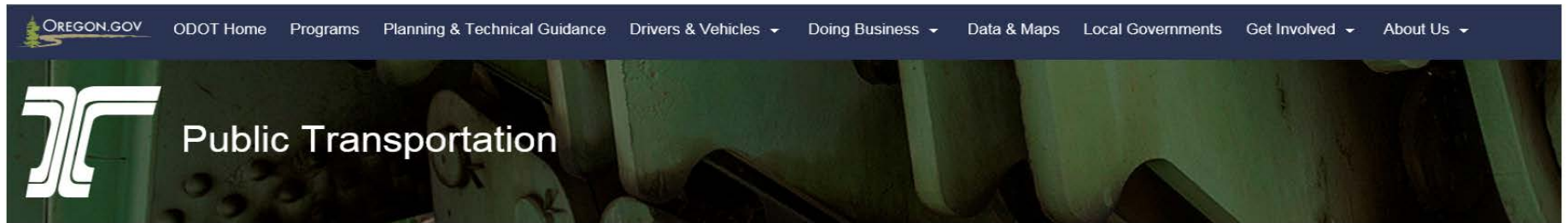
- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > Local = General local funds provided by the lead agency as part of 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
- > Note: At tis time, the funding has not been committed to specific transit projects.



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- [Buying and managing buses and assets](#)
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- [State Management Plan and other policies](#)



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Public Transportation Funding Opportunities

The following funding opportunities support the delivery of public transportation in Oregon and are managed by the Oregon Department of Transportation.

Funding Opportunities

Section 5311/5311(f) Needs-Based CARES Grant Application +
Applications due December 31, 2020

Accelerating Innovative Mobility (AIM) Challenge Grants +
Preliminary intent due April 6, 2020, Applications due to FTA May 18, 2020

FTA Discretionary Buses and Bus Facilities Infrastructure Investment Program 5339(b) +
Applying through ODOT: Due to ODOT March 25, 2020 Direct Recipients: Due to FTA April 29, 2020.

Rural Veterans Healthcare Transportation Program +
Applications due May 18, 2020

5339 Bus and Bus Facilities Discretionary Program +
Application deadline has passed

5307 Mass Transit Vehicle Replacement +
Application deadline has passed

STP Discretionary Bus Replacement Program +
Application deadline has passed

5310 Enhanced Mobility of Seniors and Individuals with Disabilities Discretionary Program +
Application deadline has passed

FTA Discretionary Low or no Emission Program 5339(c) +
Application deadline has passed

Statewide Transportation Improvement Fund (STIF) Formula Fund +
Nov. 2018 applications awarded March 2019. May 2019 applications awarded Oct. 2019



Advance Notices and Trainings

[Preliminary 2021-2023 Grant Solicitation Timeline](#)

[ODOT Needs-Based CARES Grant Process Guidance, April 22, 2020](#)

[CARES Act ODOT Funds Disbursement Announcement, April 9, 2020](#)

[CARES Act Apportionment Information for Oregon, April 2020](#)

[2020-2022 Discretionary Programs Solicitation Webinar](#)

[2020-2022 Discretionary Programs Solicitation Webinar PPT](#)

[2020-2022 Discretionary Programs Solicitation Webinar Questions and Answers](#)

[2020-2022 Discretionary Programs Advance Notice](#)

[2019-2021 Formula Programs Solicitation Training Webinar](#)

[2019-2021 Formula Programs Solicitation Training FAQ](#)

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[Transit Asset Management](#)

RAIL RESOURCES

[System Maps](#)



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Transit Capital Funding for FY 2023

Lead Agency: ODOT		Project Type:	Transit		ODOT Key:	22048
Project Name: Oregon Transportation Network - TriMet FFY23	8	ODOT Type	Transit		MTIP ID:	TBD
		Performance Meas:	Yes		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	11331
Short Description: Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys:	N/A		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:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	TBD		MTIP Amnd #:	AG21-01-AUG
		Detailed Description: ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22048 represent the second of three years of funding from ODOT supporting the Oregon Transportation Network.				
STIP Description: Urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.						
Last Amendment of Modification: None. This is the initial project programming in the MTIP						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State STBG	2240	2023					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							Federal Totals:	\$ 3,735,416
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2023					\$ 427,535	\$ 427,535
								\$ -
							Local Total	\$ -
Local match requirement is set at 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Year Of Expenditure (YOE):								\$ 4,162,951

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.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

Amendment Summary:

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > Local = General local funds provided by the lead agency as part of 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
- > Note: At tis time, the funding has not been committed to specific transit projects.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Transit Capital Funding for FY 2024

Lead Agency: ODOT		Project Type: Transit	ODOT Key: 22058
Project Name: Oregon Transportation Network - TriMet FFY24	9	ODOT Type: Transit	MTIP ID: TBD
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: 12/31/2025
		Conformity Exempt: Yes	RTP ID: 11331
Short Description: Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.		On State Hwy Sys: N/A	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: 2024	Past Amend: 0
		Years Active: 0	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: ODOT Public Transit Section is applicant and grantor for the funding. State STBG will be flex transferred to FTA for TriMet based on approved projects. TriMet will access the funding through TrAMS once the projects or programs are approved between them and ODOT. Key 22058 represent the third of three years of funding from ODOT supporting the Oregon Transportation Network.			
STIP Description: Urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.			
Last Amendment of Modification: None. This is the initial project programming in the MTIP			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State STBG	2240	2024					\$ 3,735,416	\$ 3,735,416
								\$ -
								\$ -
							Federal Totals:	\$ 3,735,416
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2024					\$ 427,535	\$ 427,535
								\$ -
							Local Total	\$ -
Local match requirement is set at 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,162,951	\$ 4,162,951
Year Of Expenditure (YOE):								\$ 4,162,951

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.
- > Add New Project: ODOT Transit Section manages several transit funding appropriations to ODOT which is then allocated to transit agencies based on the eligibility criteria.

Amendment Summary:

- The formal amendment adds the transit capital funding project that will be flex-transferred to FTA for later access in TrAMS by TriMet. TriMet will work with ODOT's Public Transit Section to determine the specific projects or programs the funding will support. The project being programmed acts as a project funding bucket from ODOT for TriMet.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11331 - Access: Bus Stop Amenities: Phase 1 (Region wide)
- > RTP Description: Bus stop and right of way improvements to support expansion of services and amenities.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Construction of small passenger shelters and information kiosks.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 - Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service

Fund Codes:

- > State STBG = Federal Surface Transportation Block Grant funds appropriated to ODOT and then allocated to eligible projects.
- > Local = General local funds provided by the lead agency as part of 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
- > Note: At tis time, the funding has not been committed to specific transit projects.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
FUND SWAP
 Replacing CMAQ with
 STBG funds

Lead Agency: Portland		Project Type: Safety	ODOT Key: 22133
Project Name: N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave	10	ODOT Type	MTIP ID: 71127
		Performance Meas: Yes	Status: 4
Project Status: 0 = No activity		Capacity Enhancing: No	Comp Date: 6/1/2022
Short Description: Construct/Enhance existing bike lanes along Willamette Blvd from Rosa Parks to Ida and extend bike lanes from Ida to Richmond. Intersection improvements to enhance pedestrian safety and transit access along the corridor.		Conformity Exempt: Yes	RTP ID: 11842
		On State Hwy Sys: N/A	RFFA ID: 50385
		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: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: In north Portland on North Willamette Blvd from North Richmond Ave south to North Rosa Parks Ave, Construct & enhance existing bike lanes from Rosa Parks to Ida and extend bike lanes from Ida to Richmond, plus include intersection improvements to enhance pedestrian safety and transit access through the North Willamette Blvd corridor.			
STIP Description: TBD			
Last Amendment of Modification: None. The fund swap as part of the August Transition Amendment is the first amendment to the project.			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocate)	Construction	Total
Federal Funds								
CMAQ	Z400	2022		\$ 1,185,333				\$ -
STBG-U	Z230	2022		\$ 1,185,333				\$ 1,185,333
CMAQ	Z400	2024			\$ 44,865			\$ -
STBG-U	Z230	2024			\$ 44,865			\$ 44,865
CMAQ	Z400	2024				\$ 44,865		\$ -
STBG-U	Z230	2024				\$ 44,865		\$ 44,865
CMAQ	Z400	2026					\$ 3,180,937	\$ -
STBG-U	Z230	2026					\$ 3,180,937	\$ 3,180,937
							Federal Totals:	\$ 4,456,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022		\$ 135,667				\$ 135,667
Local	Match	2024			\$ 5,135			\$ 5,135
Local	Match	2024				\$ 5,135		\$ 5,135
Local	Match	2026					\$ 364,072	\$ 364,072
Other	OTH0	2026					\$ 1,139,991	\$ 1,139,991
								\$ -
Other funds are local funds committed to the project beyond the required match							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,321,000	\$ 50,000	\$ 50,000	\$ 4,685,000	\$ 6,106,000
Phase Totals After Amend:			\$ -	\$ 1,321,000	\$ 50,000	\$ 50,000	\$ 4,685,000	\$ 6,106,000
							Year Of Expenditure (YOE):	\$ 6,106,000

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.
- > Fund Swap: STBG replaces CMAQ> No scope or cost changes.

Amendment Summary:

The formal amendment completes a fund swap. STBG replaces CMAQ funds committed to the project. The N Willamette Blvd ATC: N Rosa Parks Ave – N Richmond Ave RFFA awarded project was initially identified as a CMAQ candidate. Later reviews determined to commit STBG funds and not CMAQ. However, during the final updates to the MTIP, the fund swap was missed by staff. It is being corrected through this amendment.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 11842 - N Willamette Blvd Bikeway
- > RTP Description: Add a neighborhood greenway from Interstate to Rosa Parks and from Richmond to Reno, enhance existing bikeway from Rosa Parks to Ida, extend bikeway to Richmond, and provide a parallel neighborhood greenway on Princeton through the University Park neighborhood. Incorporate pedestrian safety and access to transit improvements throughout the project.
- > 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
- > RTP Goals: Goal 5 -Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > CMAQ = Federal Congestion Mitigation Air Quality improvement program. CMAQ funds are appropriated to ODOT and with a portion allocated to Metro and then applied to projects providing quantifiable air quality improvement benefits.
 - > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to Metro to be applied in urban areas.
 - > 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: No
 - > Metro Model: Yes
 - > Model category and type: Pedestrian & Bicycle networks - Pedestrian Parkway + Bicycle Parkway
 - > TCM project: No
 - > Located on the CMP: No

A: N Willamette Blvd

Active Transportation Corridor





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

Formal Amendment
ADD NEW PROJECT
Initial programming to add the Red Line Extension Project

Lead Agency: TriMet		Project Type: Transit	ODOT Key: TBD
Project Name: MAX Red Line Extension & Reliability Improvements	11	ODOT Type: Transit	MTIP ID: TBD
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: Yes	Comp Date: 3/1/2024
		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 #: TBD		MTIP Amnd #: AG21-01-AUG	
Detailed Description: In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport station 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. This includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a 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. This also includes new Light Rail Vehicles.			
STIP Description: Design pocket track at Fair Complex/Hillsboro Airport MAX station, enabling extended Red Line service, turnaround combined with new track work, a new station at Gateway, and new track work and upgraded station at Portland Airport MAX station to improve system operations.			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Utility Relocation)	Total
Federal Funds								
STBG-U	2230	2021		\$ 4,000,000				\$ 4,000,000
5309 Small Starts	FF30	2021			\$ 765,435			\$ 765,435
FTA 5309 Small Starts	FF30	2021				\$ 99,234,564		\$ 99,234,564
								\$ -
							Federal Totals:	\$ 103,999,999
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 (TriMet)	Match	2021		\$ 457,818				\$ 457,818
Other (TriMet)	OVM	2021		\$ 13,726,182				\$ 13,726,182
Local (TriMet)	Match	2021			\$ 765,435			\$ 765,435
Local (TriMet)	Match	2021				\$ 86,050,566		\$ 86,050,566
Other (Port)	Match	2021				\$ 1,000,000		\$ 1,000,000
								\$ -
							Local Total	\$ 102,000,001
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 18,184,000	\$ 1,530,870	\$ 186,285,130	\$ -	\$ -	\$ 206,000,000
Year Of Expenditure (YOE):								\$ 206,000,000

Notes and Summary of Changes:

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

Amendment Summary:

The above phase programming is an estimate at this time based on a capital project cost estimate of \$206,000,000. It assumes the approved FTA Section 5309 Small Starts grant allocation of \$99,999,999 which requires a 50% match. The project will extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport, plus construct a 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. The full project programming is has been added through this amendment. The total project cost is approximately \$206 million. Full project programming is being added now per FTA guidance to demonstrate the complete project in the MTIP and STIP as part of the implementation and delivery process requirements.

> Will Performance Measurements Apply: Yes - Transit

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: The new MAX Red Line Extension is identified in the Transit Modeling Network correctly to the Fair Complex/Hillsboro Airport station. and 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.

> RTP Goals: Yes, Goal 3 - Transportation Choices, Objective 3.3 - Access to Transit – Increase household and job access to current and planned frequent transit service

Fund Codes:

> 5309 = Federal Transit Administration discretionary Section 5309 Small Starts funds.

> STBG-U = federal Surface Transportation Block Grant - Urban funds allocated to Metro to be applied in urban areas.

> 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

**MAX Red Line Extension and Reliability Improvements
Portland, Oregon
Small Starts Project Development
(Rating Assigned November 2019)**

Summary Description	
Proposed Project:	Light Rail Transit 7.8 Miles, 10 Stations
Total Capital Cost (\$YOE):	\$206.02 Million
Section 5309 CIG Share (\$YOE):	\$100.00 Million (48.5%)
Annual Operating Cost (opening year 2023):	\$6.62 Million
Existing Corridor Ridership (Warranted):	20,000 Daily Linked Trips
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	High

Project Description: The Tri-County Metropolitan Transportation District of Oregon (TriMet) proposes to increase the reliability of the entire MAX light rail system between Portland International Airport and Beaverton Transit Center. The proposed system will extend the existing Red Line service from Beaverton Transit Center to Downtown Hillsboro and improve capacity constraints on the existing system. The project includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station; double-tracking at the Gateway Transit Center and Portland International Airport Station area, construction of a new storage track at Ruby Junction Rail Yard, and the purchase of six new light rail vehicles. The service is planned to operate 19.5 hours every day, with trains every 7.5 minutes during peak, off-peak and evening hours both during weekdays and weekends.

Project Purpose: Currently the west side of the MAX system in the Beaverton area is overcrowded. The single-track segments on the eastern side of the existing MAX system at Portland International Airport and Gateway Transit Center through which all lines of the system travel impose system-wide scheduling constraints. The proposed project is intended to remove these constraints and address the demand for more light rail services on the west side while improving reliability and providing a one-seat ride from Hillsboro to Portland International Airport. Overall system-wide reliability is anticipated to be improved significantly.

Project Development History, Status and Next Steps: TriMet selected the locally preferred alternative in November 2018, which was adopted into the region's fiscally constrained long range transportation plan in April 2019. The project entered Small Starts Project Development in July 2019. TriMet completed the environmental review process with a documented Categorical Exclusion from FTA in October 2019. TriMet anticipates receipt of a Small Starts Grant Agreement in early 2021, and the start of revenue service in late 2023.







Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
Add a TOD Planning grant for TriMet

Lead Agency: TriMet		Project Type: Planning	ODOT Key: TBD
Project Name: TriMet TOD Planning for the MAX Red Line Light Rail	12	ODOT Type: Planning	MTIP ID: TBD
		Performance Meas: No	Status: 0
		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 19855
		On State Hwy Sys: N/A	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: Yes?
		Length: N/A	UPWP Cycle: SFY21
		1st Year Program'd: 2021	Past Amend: 0
		Years Active: 0	OTC Approval: No
STIP Amend #: TBD		MTIP Amnd #: AG21-01-AUG	
Detailed Description: FY 2020 FTA Section 20005(b) TOD Pilot Program for Transit-Oriented Development Planning. The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. the planning actions will support the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.			
STIP Description: TBD			
Last Amendment of Modification: None: This is the initial programming for the project in the MTIP and STIP			

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TMO/ITS)	Total
Federal Funds								
20005(b)		2021	\$ 700,000					\$ 700,000
								\$ -
								\$ -
							Federal Totals:	\$ 700,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021	\$ 175,000					\$ 175,000
Other	OVM	2021	\$ 175,000					\$ 175,000
								\$ -
TriMet is providing additional local funds as overmatch							Local Total	\$ 350,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ 1,050,000	\$ -	\$ -	\$ -	\$ -	\$ 1,050,000
Year Of Expenditure (YOE):								\$ 1,050,000

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.
- > Add Project: Add new FTA grant award in the 2021-24 MTIP for TriMet

Amendment Summary:

- The formal amendment adds the FTA TOD planning grant to the 2021-204 MTIP.
- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Planning and technical studies.
- > UPWP amendment: Under evaluation
- > RTP Goals: Goal 11 - Transparency and Accountability-
- > Goal 11.2: Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

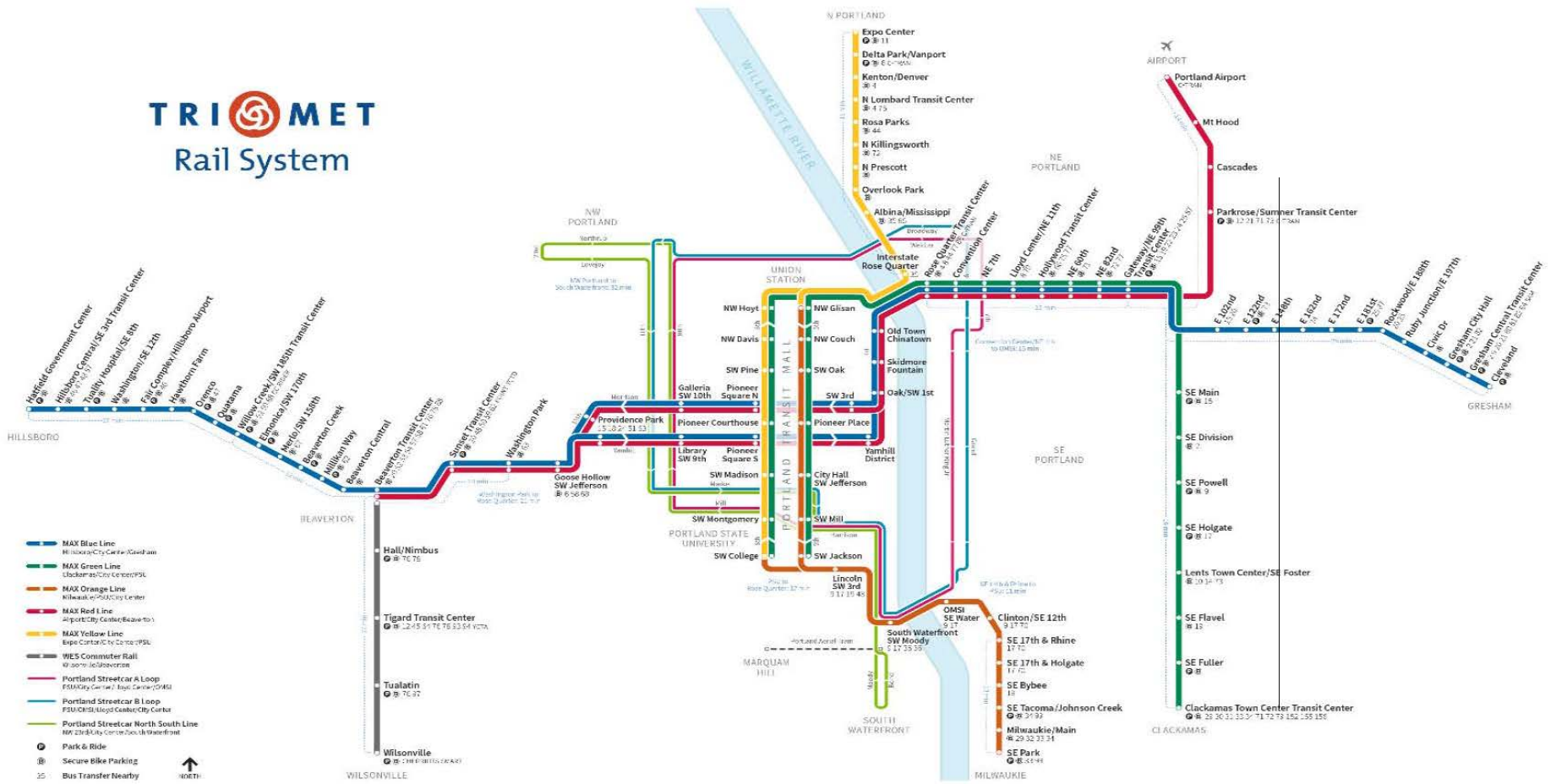
Fund Codes:

- > 20005(b) = Federal Transit Administration discretionary funding supporting the TOD Pilot Program for Transit-Oriented Development Planning
- > 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

Other

- > On NHS: No
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No

TRIMET Rail System



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Fiscal Year 2020 Transit-Oriented Development (TOD) Planning Projects

Click on a header to sort by that column.

Related Links

- [Pilot Program for Transit-Oriented Development Planning](#)

State	Project Sponsor	Amount	Project Description
AZ	City of Phoenix	The City of Phoenix will receive funding to plan for TOD at nine stations of the proposed 10-mile Capitol/I-10 West Extension light rail project.	2,000,000
AZ	City of Tucson	The City of Tucson will receive funding to plan for TOD at all stations of the proposed 14.5-mile BRT project that runs from the Tucson International Airport north to the Tohono Regional Transit Center at the Tucson Mall.	950,000
OR	Tri-County Metropolitan Transportation District of Oregon	Tri-County Metropolitan Transportation District (Tri-Met) will receive funding to plan for TOD on the proposed 7.8-mile, 10-station west extension of the existing MAX Red Line light rail project and the east portion of the same Red Line corridor.	700,000
PA	Port Authority of Allegheny County	Port Authority of Allegheny County will receive funding to plan for TOD at stations in the segment of the Downtown-Uptown-Oakland-East End BRT project that runs on the Martin Luther King, Jr. East Busway in the City of Pittsburgh and Wilkinsburg Borough.	682,500

Pilot Program for Transit-Oriented Development Planning - Section 20005(b)



The Pilot Program for TOD Planning helps support FTA's mission of improving public transportation for America's communities by providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

- On Thursday, June 11, FTA [announced](#) \$23 million in [project selections](#) to 23 organizations nationwide under FTA's TOD Planning Program.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
ODOT Public Transit FY21
Discretionary Award

Lead Agency: TriMet		Project Type: Transit	ODOT Key: NEW
Project Name: 5307 Mass Transit Vehicle Replacement - FY 2020	13	ODOT Type: Transit	MTIP ID: NEW
		Performance Meas: Yes	Status: 0
Project Status: 0 = No activity		Capacity Enhancing: No	Comp Date: 6/1/2022
Short Description: The ODOT funding program will fund 3 replacement buses for TriMet to help ensure the fleet is maintained in good condition		Conformity Exempt: Yes	RTP ID: 10928
		On State Hwy Sys: N/A	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: Yes
		STIP Amend #: TBD	MTIP Amnd #: AG21-01-AUG
Detailed Description: Funding source is from the ODOT Public Transit Division under the 5307 Mass Transit Vehicle Replacement funding program. The funding award will support the replacement of 3 TriMet category A vehicles			
STIP Description: TBD			

Last Amendment of Modification: None. The amendment reflects initial project programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
State-STBG	2240	2021					\$ 1,564,939	\$ 1,564,939
								\$ -
								\$ -
							Federal Totals:	\$ 1,564,939
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2021					\$ 179,114	\$ 179,114
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,744,053	\$ 1,744,053
							Year Of Expenditure (YOE):	\$ 1,744,053

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.
- > Add New Project: The funding award occurred after lock-down and is now being added to the MTIP.

Amendment Summary:

- The formal amendment adds the new grant funding award for TriMet to procure 3 replacement buses.
- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 10928 - Operating Capital: Fleet Vehicles Phase 1
- > RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 Transportation Choices
- > Goal: Objective 3.1 Travel Choices
- > Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

Fund Codes:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP:No



Public Transportation

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Public Transportation Funding Opportunities

The following funding opportunities support the delivery of public transportation in Oregon and are managed by the Oregon Department of Transportation.

[Coronavirus \(COVID-19\)](#)

[ADDITIONAL RESOURCES](#)

Funding Opportunities



Mass Transit Vehicle Replacement (Section 5307) Award Recommendation

Region	Applicant Name	Vehicle Quantity	Vehicle Category	Grant Amount
1	Tri County Metropolitan Transportation District	3	A	\$1,564,939
2	Salem Area Mass Transit District	5	A	\$2,094,298
3	Josephine County	1	C	\$448,650
Total Vehicles		9		
			Total Recommended Award	\$4,107,887

Funding Opportunities	
Statewide Transportation Improvement Fund	
STF/STIF Consolidation	
Buying and Managing Vehicles and Assets	
Reporting and Agreement Compliance	
Technical Resource Center	
Safety and Compliance Policies that Guide Public Transit	
State Management Plan and Other Policies	
Transit Asset Management	
RAIL RESOURCES	
System Maps	
Forms and Publications	
Safety and Compliance Rules	
Whistle Noise and Crossing	

5307 Mass Transit Vehicle Replacement

✕

Application deadline has passed

Purpose	This federal fund keeps urban fixed-route bus fleets in good condition and replaces large buses which are in service past their established useful life.
Timeline	Application deadline has passed.
Funding	Funds are distributed through a population-based formula. Funding comes from Surface Transportation Program funds from the Federal Highway Administration and 5307 Urbanized Area Formula Grants from the Federal Transit Administration. Project selection is done by an ODOT evaluation committee using a point ranking system. Approved funding allocations are applied for directly with FTA by the awarded agencies.
Match Requirements	Local share is 10.27 percent, federal share 89.73 percent.
Eligible Recipients	Eligible recipients are urban area general public service providers who directly receive Federal Transit Administration 5307 funds.
Eligible Projects	Eligible projects include replacement and right-sizing of Category A and B vehicles.

- [2020-2022 Discretionary Programs Solicitation Webinar PPT](#)
 - [2020-2022 Discretionary Programs Solicitation Webinar Questions and Answers](#)
 - [2020-2022 Discretionary Programs Advance Notice](#)
 - [2019-2021 Formula Programs Solicitation Training Webinar](#)
 - [2019-2021 Formula Programs Solicitation Training FAQ](#)
 - [2019-2021 Formula Programs Advance Notice](#)
 - [2017 Grant Management Training Presentation](#)
- ## Contact
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Memo

Date: September 24, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: August 2020 MTIP Formal Transition Amendment to the 2021-24 MTIP & Resolution 20-5125 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF COMPLETING REQUIRED TECHNICAL CORRECTIONS THROUGH THE FIRST OF TWO FORMAL TRANSITION AMENDMENTS TO THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD NEW PROJECTS OR CORRECT AND UPDATE CURRENT PROJECT PROGRAMMING INVOLVING PHASE SLIPS, COST ADJUSTMENTS, DELIVERY TIMING UPDATES, AND/OR FUND SWAPS IMPACTING VARIOUS PROJECTS AND AGENCIES (AG21-01-AUG)

BACKGROUND

What This Is:

The August 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. The amendment is being processed under MTIP amendment number AG21-01-AUG and under Resolution 20-5125.

What is the requested action?

JPACT approved Resolution 20-5125 consisting of thirteen projects in the August Formal Transition Amendment Bundle and recommends approval by the Metro Council enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.

About the August Transition Formal Amendment

On July 23, 2020, Metro Council approved the new 2021-24 MTIP. This approval completed over two years of development work, coordination, and reviews among many partners and stakeholders. The 2021-24 MTIP now moves on to the Governor for approval signature and to USDOT for final approval steps. Final approval of the 2021-24 MTIP is expected to occur during early October, 2020.

Due to the long development process, a programming gap results once the new draft MTIP is lock-down to initiate the public review/comment and complete final review steps for final approval in early October 2020. The lock-down for the 2021-202 MTIP occurred as of April 2020. However, the delivery evolution of numerous projects continued from April to present. Phase obligation schedules were modified and updated. Project costs were re-assessed. Delivery timing was extended. All these actions are normal and part of the federal transportation delivery process. Once the lock-down was in place, required changes and updates could not occur to the draft projects in the 2021-24 MTIP. This results in the need for a Transition amendment to now update the 2021-24 MTIP with required technical corrections to existing projects, or add new projects.

The Transition Amendment functions to fill in the missing gaps and programming pieces that result from the gap period back to April. The changes include programming upgrades to existing projects and add new project (primarily discretionary grant awards) that occurred after April.

The 2021-24 MTIP Transition Amendment is being split into a formal/full amendment and a technical Administrative Modification. The formal/full amendment is being split into two separate amendments: The August 2020 and September 2020 formal/full amendments. Two formal amendments were deemed necessary to ensure we covered end of the year project obligation issues and delays resulting in needed phase slips.

The Formal Transition Amendment is considered a special amendment to the 2021-24 MTIP and generally will cover required updates and changes based on the below areas:

1. Slipping phases from FY 2020 to FY 2021 that were not carried over into the 2021-24 MTIP
2. Adding a new project phases to an existing programmed 2021-24 project that has a significant impact upon the fiscal constraint finding.
3. Adding the full programming for new project not currently included in the 2021-24 MTIP.
4. Completing major fund swaps within a phase or across all project phases that result in a significant impact upon the fiscal constraint finding.
5. Correcting phase funding for planned fall obligations which could have a significant impact upon the fiscal constraint finding which are due to updated design and delivery. Requirements.
6. Updating phase obligation/delivery timing that involve major domino effects to other project phases (e.g. PE is bumped from FY 2021 to FY 2022 resulting in ROW being delayed to FY 2024 and construction pushed out from FY 2024 to FY 2025).
7. Completing other technical corrections to projects that if not corrected would block a federal approval step or phase obligation.

Although the required changes to existing projects are primarily technical corrections, the changes can have a significant impact upon the fiscal constraint finding. The MTIP must demonstrate that the fund programming levels do not exceed the commitment of available funds. Metro's formal amendment process allows the corrections to be made and make required fiscal adjustments to ensure the fiscal constraint finding is maintained. Second, the formal Transition Amendment allows Metro to add the new projects which emerged during the gap period when the MTIP was in lock-down.

The August 2020 Formal Transition Amendment bundle contains a total of thirteen projects. The submission format has been modified from the regular formal amendment process. Because the required changes are technical or relate to adding a new project, FHWA allows for a reduction in the usual required supporting documentation. Exhibit A (MTIP change tables) include any required support documentation. However, the Staff Report has been slimmed down and eliminated the detailed project change overviews to avoid unnecessary duplication. Starting on the next page is a summary of the thirteen projects contained in the August 2020 Formal MTIP Transition Amendment

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key 18001 MTIP ID 70478	Clackamas County	Clackamas County Regional Freight ITS Project	PHASE SLIP Adding Construction phase to FY 2021 to the 2021-24 MTIP with \$1,571,585 of STBG plus required match	Construction phase planned FY 2020 obligation delayed to Re-certification requirements upon project and COVID-19 impacts delaying federal approval steps. Revised construction phase obligation project is early winter FY 2021.	The new construction phase adds a significant amount of federal funding which impacts the fiscal constraint finding requiring a formal/full amendment to complete
Project #2 ODOT Key 20879 MTIP ID 70873	Metro	Regional Travel Options (2020)	PHASE SLIP: Adding the Other phase to the 2021-24 MTIP in FY 2021 with \$2,598,451 of STBG funds plus required match	Expenditures of past RTO obligations moved slower than anticipated partly due to COVID-19 limitations resulting a delay in obligating Key 20879. Key 2079 is being slipped to FY 2021 as a result. The result is the slip acts as if a new project is being added to the 2021-24 MTIP	The new Other phase adds a significant amount of federal funding which impacts the fiscal constraint finding requiring a forma/full amendment to complete
Project #3 ODOT Key 21839 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY23	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 23 (FFY 2022)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 23 (FFY 2022)	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #4 ODOT Key 21849 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY24	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 24 (FFY 2023)	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #5 ODOT Key 21860 MTIP ID TBD NEW PROJECT	Metro	Portland Metro Planning SFY25	ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 25 (FFY 2024)	Federal PL (planning funds) and federal 5303 (transit planning funds) based on official allocation estimates to cover the three years of UPWP cycles. This addition is specifically for SFY 25 (FFY 2024)	Adding a new project to the MTIP is required per USDOT MTIP guidelines

<p>Project #6 ODOT Key 22075 MTIP ID 71150</p>	<p>ODOT</p>	<p>Columbia Bottomlands Mitigation/ Conservation</p>	<p><u>ADD NEW PHASE (Construction):</u> The Construction phase with \$15 million of State funds is being added now to the 2021-24 MTIP. Construction is planned for FY 2022.</p>	<p>The Construction phase was identified to be added to the MTIP after lock-down occurred for public notification. Through the Transition amendment, the project is being updated.</p>	<p>The addition of a new phase, specifically construction, and \$1.55 million of new funding is a significant impact to fiscal constraint requiring a formal/full amendment.</p>
<p>Project #7 ODOT Key 22033 MTIP ID TBD NEW PROJECT</p>	<p>ODOT</p>	<p>Oregon Transportation Network - TriMet FFY22</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds the first year of three years of transit capital funds from ODOT for TriMet</p>	<p>The State STBG provides urbanized public transit capital funding for Federal fiscal year 2022. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</p>	<p>Adding a new project to the MTIP is required per USDOT MTIP guidelines</p>
<p>Project #8 ODOT Key 22048 MTIP ID TBD NEW PROJECT</p>	<p>ODOT</p>	<p>Oregon Transportation Network - TriMet FFY23</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds the second year of three years of transit capital funds from ODOT for TriMet</p>	<p>The State STBG provides urbanized public transit capital funding for Federal fiscal year 2023. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</p>	<p>Adding a new project to the MTIP is required per USDOT MTIP guidelines</p>
<p>Project #9 ODOT Key 22058 MTIP ID TBD NEW PROJECT</p>	<p>ODOT</p>	<p>Oregon Transportation Network - TriMet FFY24</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds the third year of three years of transit capital funds from ODOT for TriMet</p>	<p>The State STBG provides urbanized public transit capital funding for Federal fiscal year 2024. Funds will be transferred to FTA for delivery. Projects and programs to be determined based on funding requirements.</p>	<p>Adding a new project to the MTIP is required per USDOT MTIP guidelines</p>
<p>Project #10 ODOT Key 22133 MTIP ID 71127</p>	<p>Portland</p>	<p>N Willamette Blvd ATC: N Rosa Parks Ave - N Richmond Ave</p>	<p><u>FUND SWAP:</u> Metro STBG funds replace CMAQ funds for the project</p>	<p>The project was identified early on as a possible candidate for CMAQ funding. Preliminary programming was created with CMAQ funds. However, the final programming decision was to commit STBG in place of CMAQ funds. The change was not made during the final review and update. The correction is occurring now.</p>	<p>The STBG for CMAQ fund swap is a significant amount impacting the fiscal constraint finding</p>

Project #11 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	MAX Red Line Extension & Reliability Improvements	ADD NEW PROJECT: The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.	The official announcement for the FTA 530 funds awarded to the project occurred after the 2021-24 MTIP was locked-down and the public review started. The complete project is being added now through the Transition Amendment.	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #12 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	TriMet TOD Planning for the MAX Red Line Light Rail	ADD NEW PROJECT: The amendment adds a new FTA grant award for TriMet that support TOD planning for the MAX Red Line Light Rail project	The FTA award announcement for the TOD planning is a discretionary FY 20 award under FTA Section 20005(b) for Transit Oriented Development planning needs	Adding a new project to the MTIP is required per USDOT MTIP guidelines
Project #13 ODOT Key TBD MTIP ID TBD NEW PROJECT	TriMet	5307 Mass Transit Vehicle Replacement - FY 2020	ADD NEW PROJECT: The amendment adds the new project to the 2021-24 MTIP which was awarded after the new MTIP was in public notice lock-down	The funding award originates from ODOT Mass Transit Vehicle Replacement program.	Adding a new project to the MTIP is required per USDOT MTIP guidelines

As mentioned, the above thirteen projects in the August Formal MTIP Amendment bundle represent part one of the two-part formal transition amendment. Several projects already have been identified for the September Formal Transition Amendment, but are pending final obligations determination and decision to slip to FY 2021. The September Formal Transition Amendment will continue the required clean-up effort to the 2021-24 MTIP.

The Amendment Matrix located on the next page 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 amount 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 supports RTP goals and strategies and/or will contribute to or impact RTP performance measure targets.
- 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

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.

- 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 August Formal Transition MTIP amendment (AG21-01-AUG) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	August 4, 2020
● TPAC notification and approval recommendation.....	August 7, 2020
● Completion of Public Notification Process.....	September 2, 2020
● JPACT approval and recommendation to Council.....	September 17, 2020
● Metro Council approval.....	September 24, 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.....	October 6, 2020
● Submission of the final amendment package to USDOT.....	NLT October 7, 2020
● ODOT clarification and approval.....	End of October, 2020
● USDOT clarification and final amendment approval.....	Early November, 2020

Note: Submission to ODOT and USDOT of the Metro approved August Formal MTIP Amendment to the must wait until approval of the 2021-24 MTIP. This is expected to occur on or about October 1, 2020.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 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:**
 - a. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Regional Travel Options (RTO) program are preserved for obligation and expenditure during FY 2021.

- b. Adds three new UPWP project grouping buckets with PL, and 5303 fund estimates for FY 2022, FY 2023, and FY 2024

RECOMMENDED ACTION:

JPACT approved Resolution 20-5125 consisting of thirteen projects in the August Formal Transition Amendment Bundle and recommends approval by the Metro Council enabling the projects to be amended correctly into the 2021 MTIP in October with final approval to occur from USDOT.

Prior approvals:

- TPAC approval date: August 7, 2020
- JPACT approval date: September 17, 2020

Attachments: None

Agenda Item No. 3.5

Resolution No. 20-5127, For the Purpose of Completing Required Final Corrections to the 2018-2021 Metropolitan Transportation Improvement Program (MTIP) Plus Amend, Complete Technical Corrections, and Add New Projects as Part of the Transition Formal Amendment to the 2021-24 MTIP (SP21-02-SEP)

Consent Agenda

Metro Council Meeting
Thursday, September 24, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF COMPLETING) RESOLUTION NO. 20-5127
REQUIRED FINAL CORRECTIONS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) PLUS) Andrew Scott in concurrence with
AMEND, COMPLETE TECHNICAL) Council President Lynn Peterson
CORRECTIONS, AND ADD NEW PROJECTS AS)
PART OF THE TRANSITION FORMAL)
AMENDMENT TO THE 2021-24 MTIP (SP21-02-)
SEP))

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 2021-24 MTIP via Resolution 20-5110 on July 23, 2020; 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, development of the new 2021-24 MTIP required the document to complete programming actions and be locked-down as of April 2020 to initiate required public review and final approvals resulted in a project development and period gap which the MTIP Formal Transition Amendment is addressing; and

WHEREAS, the 2021-24 MTIP Transition Amendment will address required technical corrections and adding new projects that emerged during the gap period; and

WHEREAS, the 2021-24 Transition Amendment will be split into a two-part Formal/Full Amendment and Administrative Modification to address programming corrections and provide the ability to add new projects; and

WHEREAS, the September 2020 Formal MTIP Transition Amendment includes a total of 15 projects that address phase slips, required project cancelations, limit and cost changes, plus includes three new Oregon Transportation Commission (OTC) approved Interstate 5 bridge safety improvement projects; and

WHEREAS, the three OTC approved projects received OTC approval to commit HB2017 funds to the projects during the OTC's August 2020 meeting; and

WHEREAS, the eight projects addressing implementation phase slips are adding Right-of-Way, Utility Relocation, and/or Construction phases to the 2021-24 MTIP that could not obligate their phase funding before the end of FY 2020; and

WHEREAS, clean-up actions are also occurring to the 2018-21 MTIP through the cancellation of two transit projects, one duplicate and one placeholder project that will into move forward; and

WHEREAS, adding new projects and significant programming corrections which could impact the fiscal constraint finding require a more detailed review and will proceed as formal/full amendments and not as an administrative modification to the 2021-24 MTIP; 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 September 2021-24 MTIP Formal Transition 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 September 2020 Formal Transition 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 September 4, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5127 consisting of the September 2020 Formal MTIP Transition Amendment bundle on September 17, 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 September 24, 2020 to formally amend the 2021-24 MTIP to include the required changes, advancements, or additions to the thirteen identified projects as part of Resolution 20-5127.

ADOPTED by the Metro Council this 24th day of September 2020.

Lynn Peterson, Council President


Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed September 2020 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **SP21-02-SEP**
 Total Number of Projects: **15**

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 19276 MTIP ID 70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>PHASE SLIP AND COST INCREASE:</u> The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.	The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.
Project #2 ODOT Key 20882 MTIP ID 70874	Metro	Transit Oriented Development Program (2020)	<u>PHASE SLIP</u> Adding the Other phase to FY 2021 to the 2021-24 MTIP with \$3,286,135 of Local funds	Expenditure of federal funds in support of similar activities delayed due to Covid-19 workforce slow-down over FY 2020. Funds will be expended in FY 2021
Project #3 ODOT Key 20888 MTIP ID 70871	Metro	CORRIDOR AND SYSTEMS PLANNING (2020)	<u>PHASE SLIP:</u> \$404,235 of STBG plus required match remains unobligated to FY 2020 project and is being slipped to FY 2021 in the 2021-24 MTIP	The remaining unobligated STBG and match (\$450,502) is being slipped to FY 2021 and will be applied to the FY 2021 Corridor and Systems Planning UPWP project needs. If not required, the funds will be re-programmed to other SFY 22 UPWP requirements.
Project #4 ODOT Key 20897 MTIP ID 70889	Metro	Regional Freight Studies	<u>PHASE SLIP:</u> The project is now acting as the test pilot for Metro for the ODOT consultant certification process. The scope of work for the project requires additional refinement as a result. This has delayed the planned EOY 2020 obligation timing.	Metro is pursuing certification in consultant selection for planning projects to expedite implementation of consultant led Metro UPWP projects ODOT requires a test project to evaluate the developed procedures for consultant selection. The Regional Freight Studies project was chosen as the test pilot project. As the test pilot project, the fund obligation will be synchronized to the consultant selection process. The \$200k of STBG and match will not obligate until late fall or early winter during FY 2021 as a result.

Project #5 ODOT Key 19120 MTIP ID 70799		SE 242ND/HOGAN: NE BURNSIDE - E POWELL (GRESHAM)	<p><u>PHASE SLIP:</u> The ROW phase will not be completed in time to obligate the Construction phase as planned before the end of FY 2020. The amendment slips the construction phase as a new project into FY 2021 in the 2021-24 MTIP</p>	Significant issues with two ROW files (owned by Starbucks and PGE) have arisen, made worse by the COVID-19 pandemic. CON phase can't be obligated until ROW Certification is obtained. The lead agency is being corrected to be Gresham
Project #6 ODOT Key 22116 MTIP ID 71220	ODOT	OR8 curb ramps (Cornelius & Forest Grove)	<p><u>PHASE SLIP:</u> ROW and UR phases are slipped to FY 2021. The two phases could not obligate in time before the end of FY 2020. They are being re-added to the 2021-24 MTIP as a new project. Per FHWA guidance, Construction remains in FY 2020</p>	Special obligation requirements for ADA project will not be completed on time - have a work plan in place but timing will not be sufficient. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of ROW authorization, so CN will not slip, but RW will.
Project #7 ODOT 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	<p><u>LIMITS CHANGE:</u> The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.</p>	The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name.
Project #8 ODOT Key TBD - New MTIP TBD - New	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	<p><u>ADD NEW PROJECT</u> The amendment adds the new ODOT/WASDOT project to address corroding connections securing the bridge bearings.</p>	The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.

<p>Project #9 ODOT Key TBD - New MTIP ID TBD - New</p>	<p>ODOT</p>	<p>I-5: Interstate Bridges Control Equipment (Portland)</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds the project to the 2021-24 MTIP to replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)</p>	<p>The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. The critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.</p>
<p>Project #10 ODOT Key New - TBD MTIP ID New - New</p>	<p>ODOT</p>	<p>I-5: Interstate Bridge, NB Electrical Components (Portland)</p>	<p><u>ADD NEW PROJECT:</u> The amendment adds the new OTC approved project to Restore the electrical components to make the system permanent, rather than a temporary fix</p>	<p>After a crack was discovered in the second trunnion, it was replaced in 2020. There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system</p>

Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<u>ADD PHASES:</u> ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP</u> The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	<u>SLIP PHASE:</u> Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP:</u> The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.
Project #15 ODOT Key 22207 MTIP ID	TriMet	TriMet Operator Safety and Rider Awareness	<u>PHASE SLIP:</u> The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.

Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/Barbur Blvd Area: Sidewalk Infill Projects	<u>ADD PHASES:</u> ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP</u> The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	<u>SLIP PHASE:</u> Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP:</u> The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.
Project #15 ODOT Key 22207 MTIP ID	TriMet	TriMet Operator Safety and Rider Awareness	<u>PHASE SLIP:</u> The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP &
COST INCREASE
 Address Funding Shortfalls & Slip
 Construction to FY 2022

Lead Agency: Clackamas County		Project Type: Active Trns		ODOT Key: 19276
Project Name: Jennings Ave: OR 99E to Oatfield Rd Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated). Short Description: Construct sidewalk on the north side of the road and bike lanes on both sides of the road to provide safe bicycle and pedestrian facilities to connect local residents with nearby schools, businesses and transportation options.	1	ODOT Type: BikPed		MTIP ID: 70674
		Performance Meas: Yes		Status: 4
		Capacity Enhancing: No		Comp Date: 6/30/2023
		Conformity Exempt: Yes		RTP ID: 11503
		On State Hwy Sys: N/A		RFFA ID: 50214
		Mile Post Begin: N/A		RFFA Cycle: 2016-2018
		Mile Post End: N/A		UPWP: No
		Length: N/A		UPWP Cycle: N/A
		1st Year Program'd: 2014		Past Amend: 5
		Years Active: 8		OTC Approval: No
STIP Amend #: TBD			MTIP Amnd #: SP21-02-SEP	
Detailed Description: The project will construct curb tight sidewalk on the north side of Jennings Avenue and bike lanes on both sides. The widening of the roadway to accommodate the bike lanes and sidewalk will require general excavation, rock excavation and new water quality and detention facilities, including new storm water collection infrastructure. The project will also require the removal and construction of a retaining wall and replacement of an existing guardrail.				
STIP Description: Construct a curb tight sidewalk on the north side of the road and bike lanes on both sides of the road.				

Last Amendment of Modification: Administrative - December 2020 - AB20-05-DEC2 - Slip ROW to 2021

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-U	Z230	2017		\$ 583,245				\$ -
STBG-U	Z230	2017		\$ 977,967				\$ 977,967
STBG-U	Z230	2021			\$ 403,785			\$ -
STBG-U	Z230	2021			\$ 897,322			\$ 897,322
STBG-U	Z230	2021				-	\$ 2,638,253	\$ -
STBG-U	Z230	2022					\$ 1,749,994	\$ 1,749,994
								\$ -
							Federal Totals:	\$ 3,625,283
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2017		\$ 66,755				\$ -
Local	Match	2017		\$ 111,933				\$ 111,933
Local	Match	2021			\$ 46,215			\$ -
Local	Match	2021			\$ 102,702			\$ 102,702
Local	Match	2021					\$ 301,960	\$ -
Local	Match	2022					\$ 200,295	\$ 200,295
Other	OTH0	2022					\$ 1,237,694	\$ 1,237,694
Other local funds are extra overmatch committed to the project by Clackamas County							Local Total	\$ 1,652,624
Phase Totals Before Amend:			\$ -	\$ 650,000	\$ 450,000	\$ -	\$ 2,940,213	\$ 4,040,213
Phase Totals After Amend:			\$ -	\$ 1,089,900	\$ 1,000,024	\$ -	\$ 3,187,983	\$ 5,277,907
Year Of Expenditure (YOE):								\$ 5,277,907

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 addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983. The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule. Project costs were originally estimated back in 2013 prior to initiating final design. Now at 60% final design, project requirements include additional retaining walls, traffic elements related to the RRFB, added ROW acquisitions, and updated costs for the traffic signal at OR99E. This has impacted design cost in the PE phase along with required ROW costs plus construction costs.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 11503 - Jennings Ave

> RTP Description: Implement proven safety counter measures by widening to 2-lane urban minor arterial standard with bikeway and pedway infill, improvements to ADA accessibility and stormwater facilities. Phase II of project that is currently underway.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and bicycle facilities

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.2 - Objective 3.2 Active Transportation System Completion

> Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

> 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

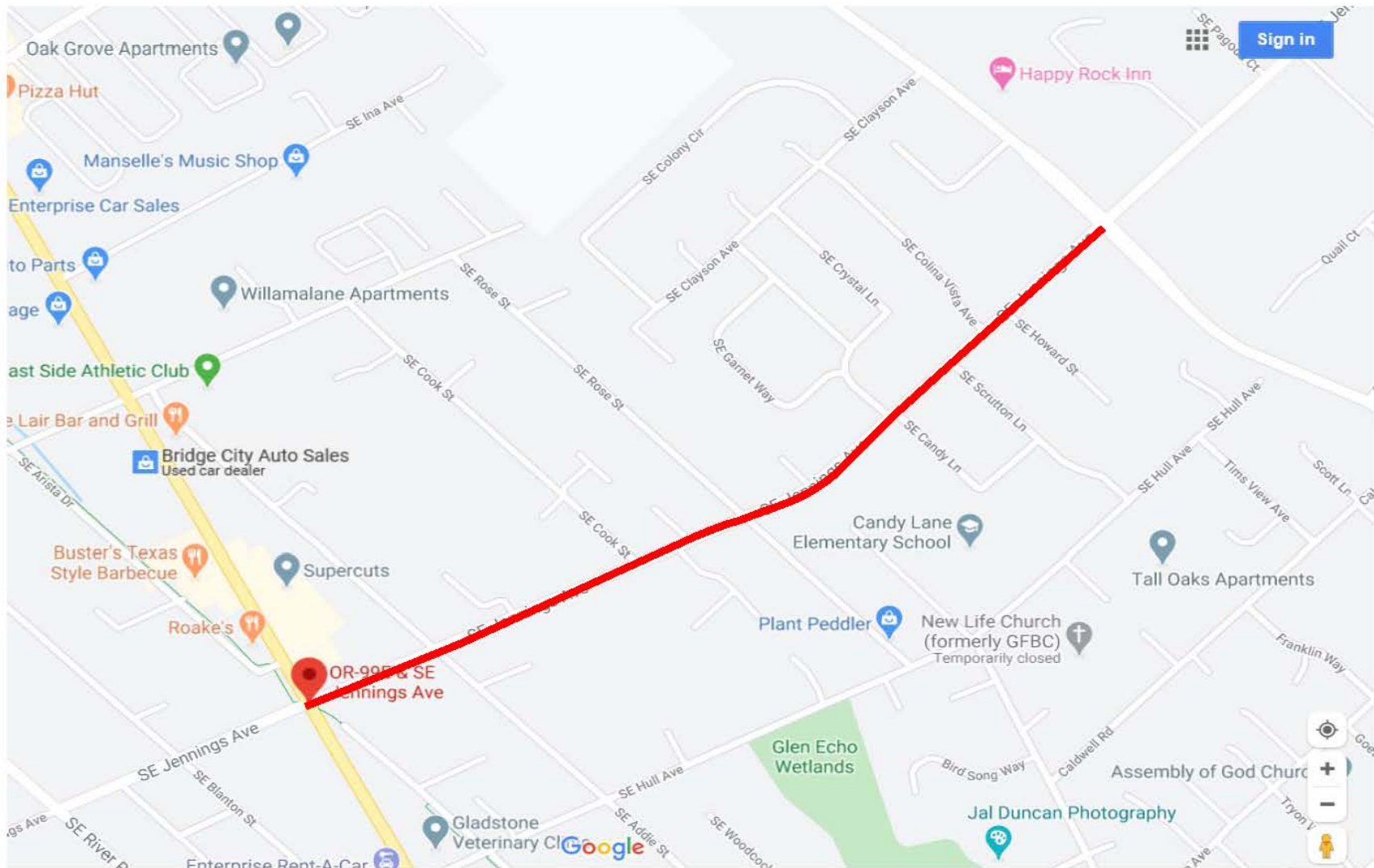
> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No

> Located on the CMP: No





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 Other Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Metro		Project Type:	TOD		ODOT Key:	20882
Project Name: Transit Oriented Development Program (2020)	2	ODOT Type	OPS-TDM		MTIP ID:	70874
		Performance Meas:	Yes		Status:	0
Project Status: 0 = No activity.		Capacity Enhancing:	No		Comp Date:	12/31/2021
		Conformity Exempt:	Yes		RTP ID:	10855
Short Description: Local fund portion Metro receives to the annual Metro-TriMet TOD STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use		On State Hwy Sys:	N/A		RFFA ID:	50358
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2020		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	SP21-02-SEP

Detailed Description: “Metro MPO region wide. The project identifies the local funds TriMet is exchanging with Metro for the STP funds in support of TOD activities. The Metro STP for TOD is programmed in the new TriMet Prevent Maint TOD FY2020 project in the 2018 MTIP. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit. (2019-21 RFFA TOD allocation)”

STIP Description: Works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas by helping to change land use patterns near transit.

Last Amendment of Modification: None his is the first amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TOD)	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020					\$ 3,286,135	\$ -
Local	Local	2021					\$ 3,286,135	
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,286,135	\$ 3,286,135
Year Of Expenditure (YOE):								\$ 3,286,135

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.
- > Project Slip: The other phase is being slipped to FY 2021 which acts like adding a new project to the 2021-24 MTIP

Amendment Summary:

- _The formal amendment adds the FY 2020 TOD project to FY 2021 in the 2021-24 MTIP. The project is being slipped from FY 2020 in the 2018-21 MTIP to the new MTIP. The slip is due to a slower than expected expenditure of prior TOD funds delaying the FY 2020 allocation from starting to be expended. The delay is primarily due to the workforce reductions and slower workplace from the Covid-19 situation and work-from home mandates
- > Will Performance Measurements Apply: Yes - Possibly under Equity

RTP References:

- > RTP ID: 10855 - Regional TOD Investments for 2018-2027
- > RTP Description: The core program activity is to provide financial incentives for TOD projects to increase transit ridership, stimulate private development of mixed-use buildings that would otherwise not proceed, and increase affordable housing opportunities in high cost and gentrifying neighborhoods through land acquisition and project investments.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Air Quality - Continuation of ride-sharing and van-pooling promotion activities at current levels
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > Local = General local funds provided by the lead agency which are committed to implementing the project.

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
PHASE SLIP
 Planning phase slipped to 2021 as a
 new project to 2021 MTIP

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	20888
Project Name: Corridor and Systems Planning (2020)	3	ODOT Type	Planning	MTIP ID:	70871
		Capacity Enhancing:	No	Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds		Conformity Exempt:	Yes	Comp Date	6/1/2021
		Performance Meas:	No	RTP ID:	11103
Short Description: Corridors and Systems Planning Program conducts planning level work in corridors. Emphasizes the integration of land use and transportation. Determines regional system needs, functions, desired outcomes, performance measures, investment strategies.		On State Hwy Sys:	N/A	RFFA ID:	N/A
		Mile Post Begin:	N/A	RFFA Cycle:	N/A
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY2020
		1st Year Program'd:	2020	Past Amend:	2
		Years Active:	1	OTC Approval:	No
		STIP Amend#: TBD	MTIP Amend#: SP21-02-SEP		
Detailed Description: The Corridor and Systems Planning program focuses on completing planning level work in corridors that emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. This work enables jurisdictions and other regional agencies to prioritize investments in the transportation system. The program evaluates priority corridors in the region and identifying investments to improve mobility of all travel modes in these areas.					
STIP Description: Conduct planning level work that emphasizes the integration of land use and transportation in corridors. The Corridors and Systems Planning Program determines regional system needs, functions, desired outcomes, performance measures, investment strategies.					

LAST Amendment or Admin Mod: Formal Amendment - Resolution 18-4901, July 2018 - ADD FUNDING: This amendment is adds a total of \$1,712,418 of STP and PL funds (plus associated required matching funds) of prior year unobligated carry-over still approved and eligible for the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U		2020	\$ 404,234					
STP-U		2021	\$ 404,234					\$ 404,234
								\$ -
								\$ -
Note: State Bridge program funded							Federal Totals:	\$ 404,234
Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations Amount:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local (STP)	Match	2020	\$ 46,266					\$ -
Local (STP)	Match	2021	\$ 46,266					\$ 46,266
								\$ -
							Local Total	\$ 46,266
Phase Totals Before Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
Phase Totals After Amend:			\$ 450,500	\$ -	\$ -	\$ -	\$ -	\$ 450,500
							Year Of Expenditure (YOE):	\$ 450,500

Notes and Changes

> Exempt Status: Exempt project per 40 CFR 93.126, Table 2 - Other - Planning and Technical Studies

Reason for Modification and Summary of Changes plus Impacts:

The amendment slips the remaining \$450,000 of funds from FY 2020 to FY 2021 by adding it as a new project to the 2021-24 MTIP. Key 20888 will most likely be incorporated into the SFY 22 UPWP planning requirements. If not, the funds will be re-programmed to other SFY 22 UPWP planning projects.

References and Additional Notes:

> Admin Mod Eligible: Fund transfers among existing constrained years in the current MTIP is allowable as an administrative modification

> 2018 RTP ID: 11103 - Regional MPO Activities for 2018-2027

> RTP Description: . System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as a metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.

> Modeling network: N/A

> Model Type: N/A

> NHS: No

> TCM Project: No

> Performance Measurements Apply: No

> ODOT Local Agency Liaison: N/A

> Project Manager: N/A

> Added Remarks: N/A



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 Planning Phase Slip from
 FY 2020 to FY 2021

Lead Agency: Metro		Project Type:	Planning			ODOT Key:	20897
Project Name: Regional Freight Studies	4	ODOT Type	Planning			MTIP ID:	70889
		Performance Meas:	No			Status:	A
Project Status: A = In approved MTIP moving forward to obligate funds		Capacity Enhancing:	No			Comp Date:	6/1/2022
		Conformity Exempt:	Yes			RTP ID:	11103
Short Description: Regional freight and economic development planning projects and studies.		On State Hwy Sys:	N/A			RFFA ID:	50297
		Mile Post Begin:	N/A			RFFA Cycle:	2019-21
		Mile Post End:	N/A			UPWP:	Yes
		Length:	N/A			UPWP Cycle:	SFY 20
		1st Year Program'd:	2020			Past Amend:	1
		Years Active:	1			OTC Approval:	No
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP

Detailed Description: Regional freight and economic development planning projects and studies. These include initiatives that will extend on existing freight planning activities and the Economic Value Atlas (EVA) project to improve how Metro responds to economic development needs in the region. This work advances activities that are recommended in the EVA implementation strategy, framing and other planning activities for transportation investment as part of the Regional Freight Plan, and resources to address area-specific economic development needs. Specific studies to be funded through this method will be brought before TPAC for discussion and input prior to commencing work and approved through the annual Unified Planning Work Program (UPWP) adoption process.

STIP Description: Regional freight and economic development planning projects and studies.

Last Amendment of Modification: Administrative - August 2019 - AB19-19-AUG1 -Minor Cost Decrease: Minor project cost decrease (\$10k of STBG + match) based on final project study funding authorization of \$200k of STBG. TPC decreases to \$222,891. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TOD)	Total
Federal Funds								
STBG-U	Z230	2020	\$ 200,000					\$ -
STBG-U	Z230	2021	\$ 200,000					\$ 200,000
								\$ -
								\$ -
							Federal Totals:	\$ 200,000
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020	\$ 22,891				-	\$ -
Local	Local	2021	\$ 22,891					\$ 22,891
								\$ -
							Local Total	\$ 22,891
Phase Totals Before Amend:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 222,891
Phase Totals After Amend:			\$ 222,891	\$ -	\$ -	\$ -	\$ -	\$ 222,891
Year Of Expenditure (YOE):								\$ 222,891

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 slips the Regional Freight Studies project from the 2018-21 MTIP in FY 2020 to FY 2021 in the new 2021-24 MTIP. The project will act as the test pilot project as Metro moves forward to obtain consultant selection certification from ODOT. Due the project being a test pilot project, the scope of work requires additional refinement. The added scope refinement will delay the fund obligation until FY 2021.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 11103 - Regional MPO Activities for 2018-2027

> RTP Description: System planning, topical planning, and activities that Metro must conduct for the period 2018-2027 in order to remain certified as an metropolitan planning organization (MPO) by the federal government and be eligible to receive and distribute federal transportation dollars.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Other - Technical and Planning Studies

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 11 - Transparency and Accountability

> Goal 11.2 - Performance Planning

> Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

> Local = General local funds provided by the lead agency as part of 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
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP
 Construction Phase Slip from
 FY 2020 to FY 2021

Lead Agency: ODOT Gresham		Project Type:	O&M	ODOT Key:	19120
Project Name: SE 242nd/Hogan: NE Burnside - E. Powell (Gresham)	5	ODOT Type	Modern	MTIP ID:	70799
		Performance Meas:	Yes	Status:	5
Project Status: 5 = (RW) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No	Comp Date:	12/31/2021
Short Description: Operational improvements, signal upgrades, bicycle and pedestrian improvements		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	N/A	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:	2014	Past Amend:	5
		Years Active:	8	OTC Approval:	No
	STIP Amend #:	TBD		MTIP Amnd #: SP21-02-SEP	

Detailed Description: “Widen SE Hogan Road from NE Burnside St to E Powell Blvd to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users”

STIP Description: Widen NE Hogan Drive to provide increased access for economic development and freight mobility. The project includes signals, bicycle and pedestrian improvements to provide safer and improved access for all road users.

Last Amendment of Modification: July 2018 - Administrative -AB18-21-JUL2 - COST INCREASE: The Admin Mod adds \$680,388 to the ROW Phase to address a phase funding shortfall. Increase = 19.4% and is less than the 20% threshold

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
Redistribution	Z030	2015		\$ 150,000				\$ 150,000
State-STBG	L240	2018			\$ 325,000			\$ -
Redistribution	Z030	2018			\$ 325,000			\$ 325,000
ADVCON	ACP0	2020					\$ 1,025,001	\$ -
AC-STBGS	Z230	2021					\$ 1,025,001	\$ 1,025,001
								\$ -
							Federal Totals:	\$ 1,500,001
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2015		\$ 17,168				\$ 17,168
Other	OVM	2015		\$ 132,832				\$ 132,832
Local	Match	2018			\$ 37,198			\$ 37,198
Other	OVM	2018			\$ 968,190			\$ 968,190
Local	Match	2020					\$ 117,316	\$ -
Local	Match	2021					\$ 117,316	\$ 117,316
Other	OVM	2020					\$ 1,407,683	\$ -
Other	OVM	2021					\$ 1,407,683	\$ 1,407,683
							Local Total	\$ 1,407,683
Phase Totals Before Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	\$ 2,550,000	\$ 4,180,388
Phase Totals After Amend:			\$ -	\$ 300,000	\$ 1,330,388	\$ -	\$ 2,550,000	\$ 4,180,388
Year Of Expenditure (YOE):								\$ 4,180,388

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.

> Project Slip: Only the construction will show active into the 2021-24 MTIP. The PE and ROW phases were obligated earlier than FY 2021 as part of the 2018-21 MTIP.

Amendment Summary:

The formal amendment updates construction fund codes and slips the construction phase to FY 2021 by adding the project to the new FY 2021-24 MTIP. There is no change in scope or project cost.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12095 - Safety and Operations

> 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

> RTP Goals: Goal 5 - Safety and Security

> Goal 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

> Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> Redistribution = Federal funds re-allocated to states based on other states that do not meet obligation targets.

> State STBG = Federal Surface Transportation Block Grant funds appropriated to the states and then committed to eligible projects.

> ADVCON = Federal funds used as a placeholder until the final federal fund code is determined. The ADVCON code enables ODOT to cover the project costs and then be reimbursed once the final federal fund code is identified.

> AC-STBGS = Federal ADVCON fund code with the expectation that State STBG funds will be the final federal fund code for the funds.

> 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, 242nd/Hogan is defined as an "Other NHS Routes" on the NHS

> Metro Model: Yes - Motor Vehicle

> Model category and type: Major Arterial

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
PHASE SLIP
Slip ROW, UR, and Construction to
FY 2021

Lead Agency: ODOT		Project Type:	ADA		ODOT Key: 22116
Project Name: OR8 Curb Ramps (Cornelius & Forest Grove)	6	ODOT Type	Safety		MTIP ID: 71220
		Performance Meas:	Yes		Status: 4
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).		Capacity Enhancing:	No		Comp Date: 6/1/2022
		Conformity Exempt:	Yes		RTP ID: 12095
Short Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards. (PGB)		On State Hwy Sys:	OR8		RFFA ID: N/A
		Mile Post Begin:	15.90		RFFA Cycle: N/A
		Mile Post End:	17.50		UPWP: N/A
		Length:	1.7		UPWP Cycle: N/A
		1st Year Program'd:	2020		Past Amend: 0
		Years Active:	1		OTC Approval: No
STIP Amend #: TBD				MTIP Amend #: SP21-02-SEP	
Detailed Description: Pilot project to construct curb ramps to meet compliance with the ADA standards at four locations on OR8: (1 & 2) Between MP 15.90 to 17.22, (3) MP 17.23 to 17.45, and (4) MP 17.23 to 17.50. Approved project grouping bucket. Child project split from Key 21488.					
STIP Description: Pilot project to construct curb ramps to meet compliance with the Americans with Disabilities ACT (ADA) standards.					
Last MTIP Amendment or Administrative Modification: Formal - MA20-12-MAY - ADD NEW PROJECT - The amendment adds the ROW, UR, and construction phases with funding that originates from Key 21488. Key 22116 is a child project to Key 21488.					

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2020		-	\$ 459,418			\$ -
AC-STBGS	Z240	2021			\$ 459,418			\$ 459,418
ADVCON	ACP0	2020				\$ 57,427		\$ -
AC-STBGS	Z240	2021				\$ 57,427		\$ 57,427
AC-STBGS	Z240	2020					\$ 1,776,798	\$ 1,776,798
Note: Per ODOT Public Comment; Construction shifted back to FY 2020 to original programming.							Federal Totals:	\$ 2,293,643
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2020			\$ 52,582			\$ -
State	Match	2021			\$ 52,582			\$ 52,582
State	Match	2020				\$ 6,573		\$ -
State	Match	2021				\$ 6,573		\$ 6,573
State	Match	2020					\$ 203,362	\$ 203,362
							State Total:	\$ 262,517
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
Phase Totals After Amend:			\$ -	\$ -	\$ 512,000	\$ 64,000	\$ 1,980,160	\$ 2,556,160
							Year Of Expenditure (YOE):	\$ 2,556,160

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 slips ROW and UR phases from FY 2020 to FY 2021. The project was expected to obligate all phases by the end of FY 2020. It was not carried over into the new 2021-24 MTIP. Slipping the phases requires re-adding the project to the 2021-24 MTIP as a new project. Construction remains in FY 20 per FHWA guidance

> Will Performance Measurements Apply: Appears Yes

RTP References:

> RTP ID: 12095 - Safety & 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.

> Air Quality Exemption Status: The project is exempt per 40 CFR 93.126 Table 2 - Projects that address and resolve a safety issue.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 5 - Safety and Security

> Goal 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

> Goal Description: – Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> ADVCON = Federal funds used as a placeholder until the final federal fund code is determined. The ADVCON code enables ODOT to cover the project costs and then be reimbursed once the final federal fund code is identified.

> AC-STBGS = Federal Advanced Construction fund code that intends to use State STBG as the final federal code.

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

Other

> On NHS: Yes = Other NHS Routes

> Metro Model: Yes - Motor Vehicle + Pedestrian

> Model category and type: Major Arterial = Major and Minor arterial, Pedestrian = Pedestrian Parkway

> TCM project: No

> Located on the CMP: Yes



Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
LIMITS CHANGE
Expand Project Limits to be 2.82 to
4.10 Per FHWA Guidance

Lead Agency: ODOT		Project Type:	O&M	ODOT Key: 19267	
Project Name: OR141 (Hall Blvd): Scholls Ferry Rd—Hemlock St OR141 (Hall Blvd): Scholls Ferry Rd - Locust St	7	ODOT Type	BikePed	MTIP ID: 70808	
		Performance Meas:	ADA	Status: 4	
		Capacity Enhancing:	No	Comp Date: 12/31/2022	
		Conformity Exempt:	Yes	RTP ID:	12095
		On State Hwy Sys:	OR141	RFFA ID:	N/A
		Mile Post Begin:	2.84	RFFA Cycle:	N/A
			2.82	UPWP:	No
		Mile Post End:	3.84	UPWP Cycle:	N/A
			4.10	Past Amend:	4
		Length:	1.00	OTC Approval:	No
	1.28	MTIP Amnd #:	SP21-02-SEP		
1st Year Program'd:	2015	Detailed Description: In Beaverton on OR141 from Scholls Ferry Rd to Hemlock St (MP 2.84 to 3.84 2.82 to 4.10), construct and complete ADA curb and ramp improvements to include pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.			
Years Active:	6				
STIP Amend #:	TBD				
Processing note: Name, limits and financial corrections as shown below affect only the 2018-21 MTIP. The construction phase will be added to the 2021-24 MTIP in late spring 2021 via a formal amendment. The correction now is required to ensure project consistency exists when the construction phase is added to the 2021-24 MTIP . A formal amendment is required because the limit changes exceed the 0.25 mile change threshold.					
STIP Description: Design and right of way activities to upgrade curb ramps in compliance with Americans with Disabilities Act (ADA) standards. Pedestrian push button poles, relocate signal junction boxes, and radar detection upgrades to improve access.					

Last Amendment of Modification: Formal - May 2020 - MA20-12-MAY - RE-ADD THIS PROJECT in FY18-21 MTIP The amendment adds the ROW phase to the active FY 2020 fiscal year resulting in the entire prior obligated project (PE only programmed) to now be active again in the 2018-21 MTIP. This will allow the ROW funds to obligate before the end of FY 2020 (September 1, 2020)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2016		\$ 448,650				\$ -
AC-STBGS	ACP0	2015		\$ 448,650				\$ 448,650
State STBG	Z240	2016		\$ 191,125				\$ -
State STBG	Z231	2015		\$ 191,125				\$ 191,125
Redistribution	M030	2016		\$ 526,452				\$ -
Redistribution	M030	2015		\$ 526,452				\$ 526,452
ADVCON	ACP0	2020			\$ 1,013,949			\$ -
AC-STBGS	ACP0	2020			\$ 1,013,949			\$ 1,013,949
								\$ -
							Federal Totals:	\$ 2,180,176
State Funds								
State	Match	2016		\$ 51,350				\$ -
State	Match	2015		\$ 51,350				\$ 51,350
State	Match	2016		\$ 21,875				\$ -
State	Match	2015		\$ 21,875				\$ 21,875
State	Match	2016		\$ 60,255				\$ -
State	Match	2015		\$ 60,255				\$ 60,255
State	Match	2020			\$ 116,051			\$ 116,051
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
Phase Totals After Amend:			\$ -	\$ 1,299,707	\$ 1,130,000	\$ -	\$ -	\$ 2,429,707
							Year Of Expenditure (YOE):	\$ 2,429,707

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 expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name. The PE phase obligation is also updated to reflect the correct original obligation year of 2015. The changes are necessary to complete now in the 2018 MTIP to ensure consistency with the project exists when the Construction phase is added to the 2021-24 MTIP next spring.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12095 - Safety & 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 -Air Quality - Bicycle and pedestrian facilities.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 5 - Transportation Safety and Security

> Goal 5.1 - Transportation Safety

> Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

> ADVCON = Federal fund placeholder used until the final federal fund code is determined and committed to the project. Normally requires the State to cover projects until the federal code is determined.

> AC-STBGS = Federal Advance Construction fund type code used as a placeholder with the expectation that State STBGS will be the final committed fund code

> Redistribution = Federal funds that annually are reallocated by FHWA among the states. States that do not meet their obligation targets can lose funding with states that meet their obligation targets receiving the "redistributed" funds.

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .

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

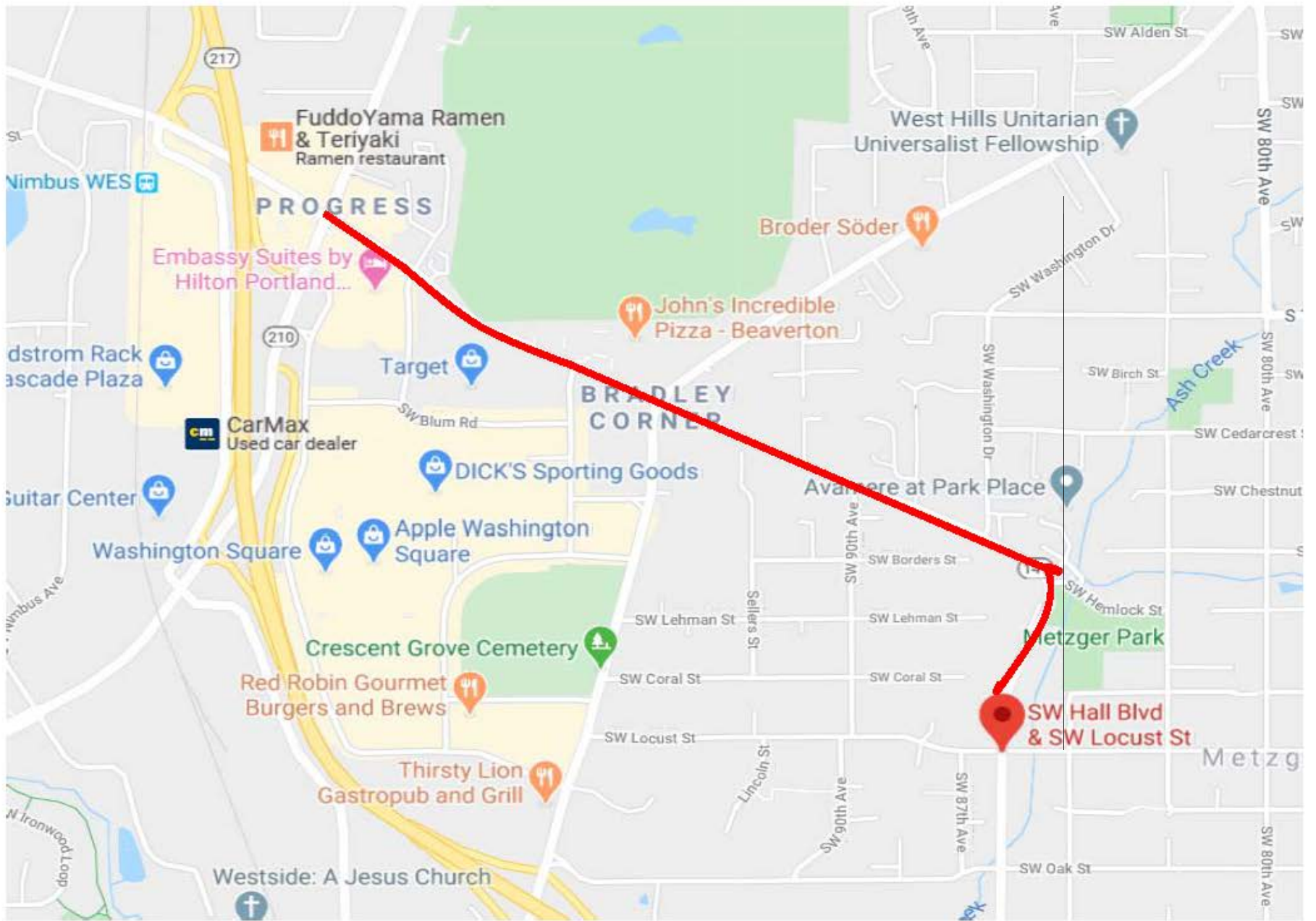
Other

> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian - Pedestrian Parkway

> TCM project: No





Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges		ODOT Key:	TBD
Project Name: I-5: Interstate Bridges Bearing Replacement (Portland)	8	ODOT Type	Structures		MTIP ID:	TBD
		Performance Meas:	Yes		Status:	1
		Capacity Enhancing:	No		Comp Date:	6/30/2023
		Conformity Exempt:	Yes		RTP ID:	12092
		On State Hwy Sys:	I-5		RFFA ID:	N/A
		Mile Post Begin:	308.04		RFFA Cycle:	N/A
		Mile Post End:	308.72		UPWP:	No
		Length:	0.68		UPWP Cycle:	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
STIP Amend #: TBD				MTIP Amnd #:	SP21-02-SEP	
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).						
Short Description: Replace the bearings to allow the bridge to function as it was designed (Bridge ID: 01377A & 07333)						
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace the bearings to allow the bridge to function as it was designed (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Bid Let Date: 7/4/2022)						
STIP Description: Replace the bearings to allow the bridge to function as it was designed						
Last Amendment of Modification: None - new project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 15,000				\$ 15,000
HB2017	S070	2022					\$ 260,000	\$ 260,000
								\$ -
							State Total:	\$ 275,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 15,000				\$ 15,000
Other	OTH0	2022					\$ 260,000	\$ 260,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 275,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 30,000	\$ -	\$ -	\$ 520,000	\$ 550,000
Year Of Expenditure (YOE):								\$ 550,000

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 formal amendment adds the new OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> 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 I-5 is identified on the NHS as part of the Eisenhower Interstate System

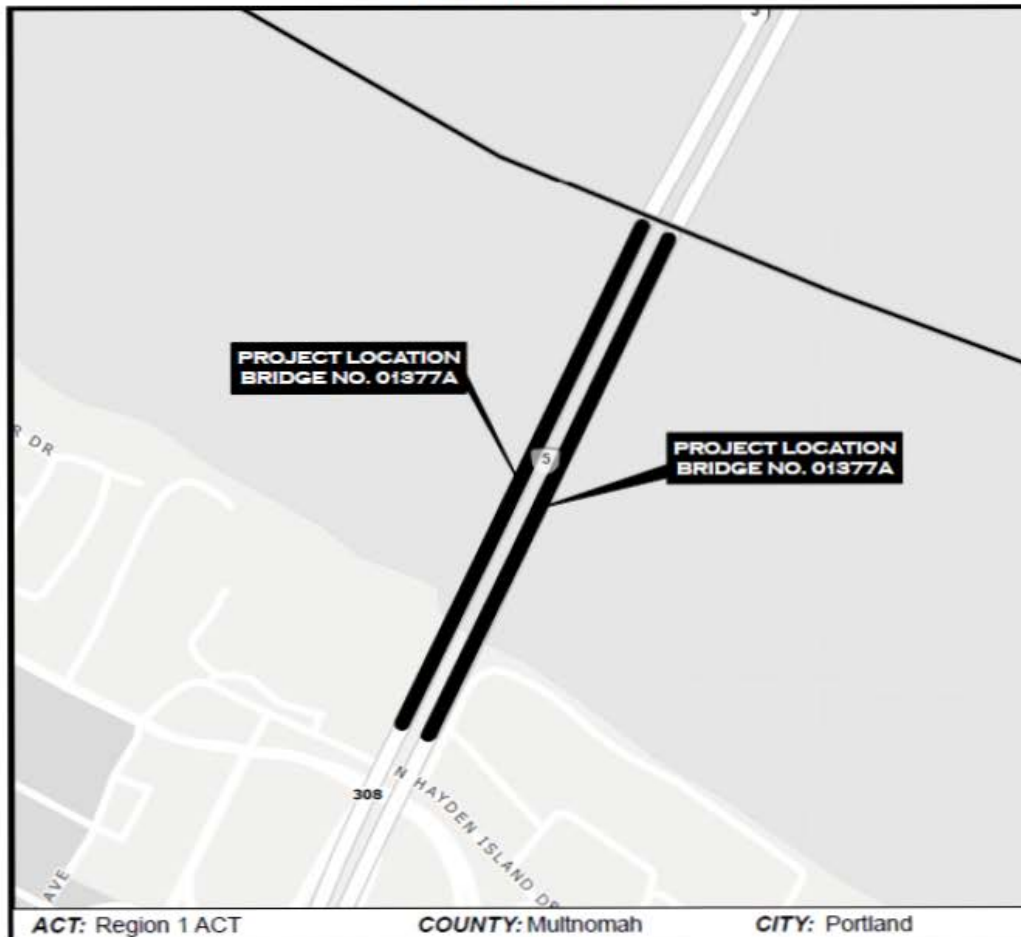
> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes

STIP PROJECT LOCATION ODOT REGION 1



I-5: INTERSTATE BRIDGES BEARING REPLACEMENT (PORTLAND) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION BOUNDARIES

	INTERSTATE		ODOT REGION
	STATEWIDE		COUNTY
	LOCAL ROADS		ACT BOUNDARY
	PROJECT LOCATION		HYDROLOGIC FEATURES

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 ODOT.maps@odot.state.or.us
 DATE: 8/19/2020



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges			ODOT Key:	TBD
Project Name: I-5: Interstate Bridges Control Equipment (Portland)	9	ODOT Type	Structures			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No			Comp Date:	6/30/2023
		Conformity Exempt:	Yes			RTP ID:	12092
Short Description: Replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)		On State Hwy Sys:	I-5			RFFA ID:	N/A
		Mile Post Begin:	308.04			RFFA Cycle:	N/A
		Mile Post End:	308.72			UPWP:	No
		Length:	0.68			UPWP Cycle:	N/A
		1st Year Program'd:	2021			Past Amend:	0
		Years Active:	0			OTC Approval:	Yes
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Replace control system equipment on both of the bridges in order to ensure consistent operations (Bridge ID: 01377A & 07333) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2022)							
STIP Description: Replace the bearings to allow the bridge to function as it was designed							
Last Amendment of Modification: None - new project							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 40,000				\$ 40,000
HB2017	S070	2022					\$ 460,000	\$ 460,000
								\$ -
							State Total:	\$ 500,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 40,000				\$ 40,000
Other	OTH0	2022					\$ 460,000	\$ 460,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 500,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 80,000	\$ -	\$ -	\$ 920,000	\$ 1,000,000
							Year Of Expenditure (YOE):	\$ 1,000,000

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 formal amendment adds the new OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> 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 I-5 is identified on the NHS as part of the Eisenhower Interstate System

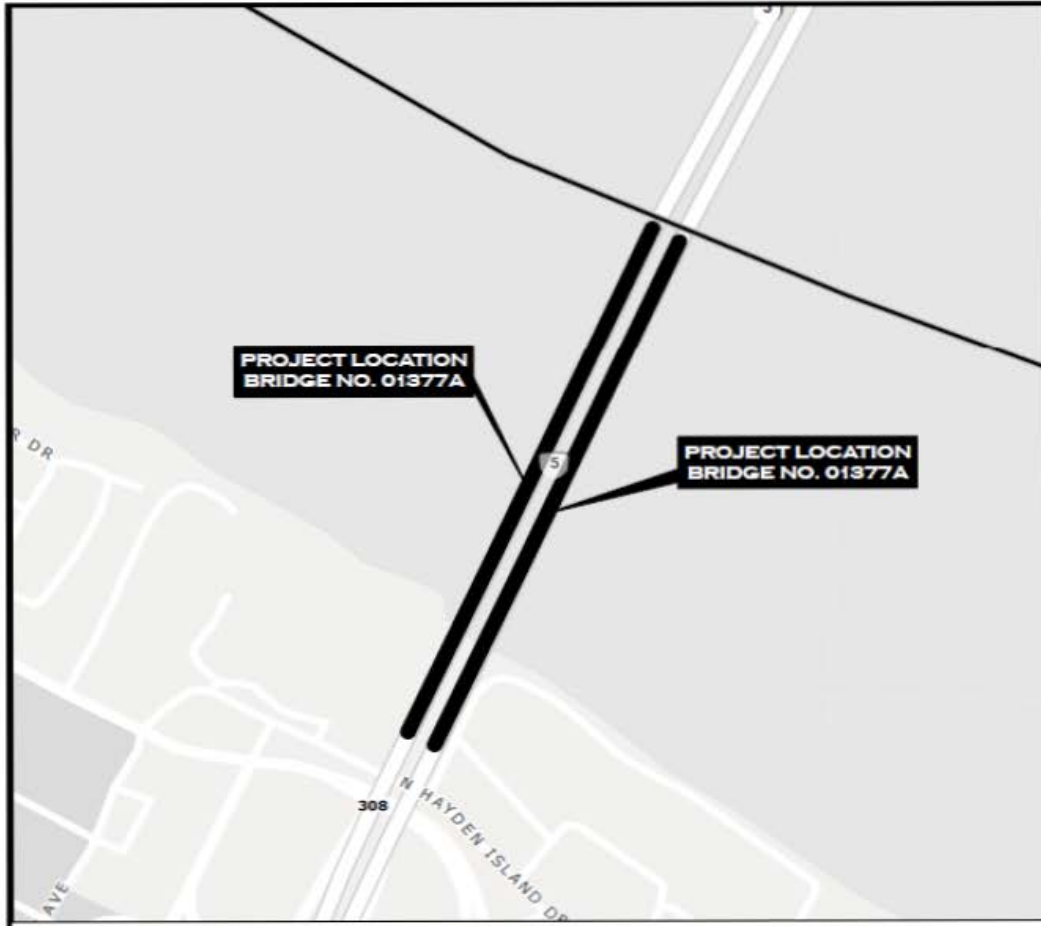
> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes

STIP PROJECT LOCATION ODOT REGION 1



ACT: Region 1 ACT **COUNTY:** Multnomah **CITY:** Portland

I-5: INTERSTATE BRIDGES CONTROL EQUIPMENT (PORTLAND) KEY NO. TBD

STATE HIGHWAY CLASSIFICATION	BOUNDARIES	
INTERSTATE	ODOT REGION	<p style="font-size: small; margin: 0;"> PRODUCED BY ODOT - GIS UNIT (503) 986-3154 - GIS NO. 23-52 ODOT.maps@odot.state.or.us DATE: 8/19/2020 </p>
STATEWIDE	COUNTY	
LOCAL ROADS	ACT BOUNDARY	
PROJECT LOCATION	HYDROLOGIC FEATURES	



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD NEW PROJECT
 Add New OTC Approved Project

Lead Agency: ODOT		Project Type:	Bridges			ODOT Key:	TBD
Project Name: I-5: Interstate Bridge, NB Electrical Components (Portland)	10	ODOT Type	Structures			MTIP ID:	TBD
		Performance Meas:	Yes			Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No			Comp Date:	6/30/2022
		Conformity Exempt:	Yes			RTP ID:	12092
Short Description: Restore the electrical components to make the system permanent, rather than a temporary fix. (Bridge ID: 01377A)		On State Hwy Sys:	I-5			RFFA ID:	N/A
		Mile Post Begin:	308.04			RFFA Cycle:	N/A
		Mile Post End:	308.72			UPWP:	No
		Length:	0.68			UPWP Cycle:	N/A
		1st Year Program'd:	2021			Past Amend:	0
		Years Active:	0			OTC Approval:	Yes
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
Detailed Description: In northern Portland on I-5 from MP 308.04 to MP 308.72, Restore the electrical components to make the system permanent, rather than a temporary fix (Bridge ID: 01377A) (OTC Approval August 2020) (Planned Bid Let Date: 7/4/2021)							
STIP Description: Restore the electrical components to make the system permanent, rather than a temporary fix							
Last Amendment of Modification: None - new project							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
HB2017	S070	2021		\$ 20,000				\$ 20,000
HB2017	S070	2021					\$ 230,000	\$ 230,000
								\$ -
							State Total:	\$ 250,000
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Other	OTH0	2021		\$ 20,000				\$ 20,000
Other	OTH0	2021					\$ 230,000	\$ 230,000
								\$ -
Local Other funds committed by WASHDOT							Local Total	\$ 250,000
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 40,000	\$ -	\$ -	\$ 460,000	\$ 500,000
Year Of Expenditure (YOE):								\$ 500,000

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 formal amendment adds the new OTC approved project to the 2021-24 MTIP now allowing PE to begin immediately.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12092 - Bridge Rehabilitation & Repair

> RTP Description: Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 -Widening narrow pavements or reconstructing bridges (no additional travel lanes).

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 10 - Fiscal Stewardship

> Goal 4.2 - Objective 10.1 - Infrastructure Condition

> Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs.

Fund Codes:

> HB2017 = State HB2017 allocated funds as part of the 2017 Oregon Transportation Bill supporting infrastructure

> 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 I-5 is identified on the NHS as part of the Eisenhower Interstate System

> Metro Model: Yes - Motor Vehicle Network

> Model category and type: Motor Vehicle Network - Throughway

> TCM project: No

> Located on the CMP: Yes

STIP PROJECT LOCATION ODOT REGION 1



ACT: Region 1 ACT

COUNTY: Multnomah

CITY: Portland

**I-5: INTERSTATE BRIDGE, NB ELECTRICAL COMPONENTS (PORTLAND)
KEY NO. TBD**

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- LOCAL ROADS
- PROJECT LOCATION

BOUNDARIES

- ODOT REGION
- COUNTY
- ACT BOUNDARY
- HYDROLOGIC FEATURES



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DATE: 8/19/2020

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Metro
2021-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
ADD PHASES
Add ROW and UR phases to the project in the 2021-24 MTIP

Lead Agency: Portland		Project Type: Active	ODOT Key: 21407
Project Name: OR99W/Barbur Blvd Area: Sidewalk Infill Projects	11	ODOT Type: BikePed	MTIP ID: 71060
		Performance Meas: Yes	Status: 4
		Capacity Enhancing: No	Comp Date: 6/1/2022
		Conformity Exempt: Yes	RTP ID: 11564
		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: 2019	Past Amend: 1
		Years Active: 2	OTC Approval: No
STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP		
<p>Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).</p> <p>Short Description: In Portland at multiple locations near and around OR99W (SW Barbur Blvd), complete sidewalk infill projects (Replacement PGB for Key 19298)</p> <p>Detailed Description: Barbur Blvd complete sidewalk infill projects (Replacement PGB for Key 19298) Sidewalk infills replacement PGB for Key 19298. Federal funded new two locations include:(1) SW26th Ave - I-5 to Taylors Ferry, (2) SW 24th/25th - Multnomah to Spring Garden, (2) SW Custer - 13th Ave to 17Ave Capitol Hill to 13th Ave, and (4) SW 40th & Huber - RFB. SW 24th/25th - Multnomah to Spring Garden developer conditioned completed with SW 40th Huber to Wilard St to be locally funded and completed by PBOT</p> <p>STIP Description: Complete sidewalk infill projects at multiple locations near and around OR99W (SW Barbur Blvd) in Portland. Install a rapid flash beacon at the intersection of SW 40th Ave and SW Huber St.</p>			

Last Amendment of Modification: Administrative - October 2019 - AB20-01-OCT1 - PHASE SLIP: Slip PE phase and funding from 2019 to 2020 due to delay in executing IGA before the end of FFY 2019.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STP-U	L23E	2020		\$ 377,763				\$ 377,763
STBG-U	Z230	2021			\$ 22,433			\$ 22,433
STBG-U	Z230	2021				\$ 22,433		\$ 22,433
STBG-U	Z230	2021					\$ 1,361,641	
STBG-U	Z230	2021					\$ 1,316,776	\$ 1,316,776
							Federal Totals:	\$ 1,739,405
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020		\$ 43,237				\$ 43,237
Local	Match	2021			\$ 2,567			\$ 2,567
Local	Match	2021				\$ 2,567		\$ 2,567
Local	Match	2021					\$ 155,846	
Local	Match	2021					\$ 150,711	\$ 150,711
							Local Total	\$ 150,711
Phase Totals Before Amend:			\$ -	\$ 421,000	\$ -	\$ -	\$ 1,517,487	\$ 1,938,487
Phase Totals After Amend:			\$ -	\$ 421,000	\$ 25,000	\$ 25,000	\$ 1,467,487	\$ 1,938,487
Year Of Expenditure (YOE):								\$ 1,938,487

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 creates a ROW and Utility Relocation phase for the project in FY 2021. Funds are drawn from the construction phase without backfill needed. The project scope is being adjusted to drop two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave - Huber to Willard St). SW 24th/25th Ave has been completed through a separate developer conditioned project. 40th Ave will be completed by PBOT only with local funds. This allows the \$50k needed from Construction to be used for the ROW and UR phase.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 11564 - Portland OR99W/ Barbur Blvd Area: Sidewalk Infill Projects

> RTP Description: Sidewalk infill on SW 26th Ave (Taylors Ferry - I-5), SW 24th/25th Ave (Multnomah - Spring Garden), SW Custer Dr (Capitol Hill - 13th), SW Capitol Hill Rd (Barbur - Moss), and SW 40th Ave (Huber - Willard). Include an enhanced pedestrian crossing at SW 40th & Huber.

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Air Quality - Bicycle and pedestrian facilities.

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.2: Active Transportation System Completion

> Goal Description: Complete all gaps in regional bicycle and pedestrian networks.

Fund Codes:

> STP-U = Federal Surface Transportation Program funds (pre-FAST Act) appropriated to ODOT and then allocated to the MPOs via formula for application in urban areas.

> STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated tot the MPOs for application in urban areas.

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

Other

> On NHS: No

> Metro Model: Yes

> Model category and type: Pedestrian

> TCM project: No

> Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
CANCEL PROJECT
 Duplicate Project

Lead Agency: SMART		Project Type: Transit	ODOT Key: 20864
Project Name: SMART Mobility Management (2020)	12	ODOT Type: Transit	MTIP ID: 70894
		Performance Meas: No	Status: 0
Project Status: 0 = No Activity		Capacity Enhancing: No	Comp Date: N/A
		Conformity Exempt: Yes	RTP ID: N/A
Short Description: RideWise Travel Trainer		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: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP

Detailed Description: None

CANCEL PROJECT FROM THE MTIP

STIP Description:

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5310	-	2020					\$ 31,686	\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
<hr/>								
Local Funds								
Local	Match	2020					\$ 7,922	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 39,608	\$ -
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 current 2018-21 MTIP and denies carryover into the 2021-24 MTIP. The FTA 5310 funds were older leftover funds from another project. However, upon review, they appear to be duplicate funds to 5310 funds programmed in Key 20867 and are being deleted from the MTIP from this time.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: N/A

> RTP Description: N/A

> Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 Transportation Choices

> Goal 3.3 - Objective 3.3 Access to Transit

> Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

> 5310 = FTA Section 5310 funds allocated to transit agencies which are used to provide transit services to the elderly and disabled..

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
PHASE SLIP & ADD FUNDS
 Other Phase Slip to FY 2021 and add
 5307 & match to the project

Lead Agency: SMART		Project Type:	Transit			ODOT Key:	20873
Project Name: SMART Bus Purchase/PM/Amenities and Technology 2020	13	ODOT Type	Transit			MTIP ID:	70903
		Performance Meas:	Yes			Status:	T22
Project Status: T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing:	No			Comp Date:	
		Conformity Exempt:	Yes			RTP ID:	11109
Short Description: Maintenance and Bus Fleet Replacement and Software		On State Hwy Sys:	N/A			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:	1			OTC Approval:	No
		STIP Amend #:	TBD			MTIP Amnd #:	SP21-02-SEP
Detailed Description: None							
STIP Description: Maintenance and bus fleet replacement & software							
Last Amendment of Modification: None							

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5307	FF91	2020					\$ 298,758	\$ -
5307	FF91	2021					\$ 417,404	\$ 417,404
								\$ -
								\$ -
							Federal Totals:	\$ 417,404
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Local	2020					\$ 74,690	\$ -
Local	Local	2021					\$ 104,351	\$ 104,351
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 373,448	\$ 373,448
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 521,755	\$ 521,755
Year Of Expenditure (YOE):								\$ 521,755

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.
- > Project Slip: Only the construction will show active in the 2021-24 MTIP. The PE phase was obligated earlier than FY 2021 in the 2018-21 MTIP.

Amendment Summary:

The formal amendment slips the project to FY 2021 as FTA will not approve SMART TrAMS grant before the end of FY 2020. A review of other 5307 project funding identified additional funds available to be added to the project. The added funds total \$148,307 and represent a 39.7% increase to the project which is above the transit 30% threshold for cost increases.

- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11109 - Bus Replacements - including Alternative Fuel Vehicles
- > RTP Description: Purchase buses to replace those that are out of date, unreliable or inoperable. Replacements buses could include alternative fuel vehicles or autonomous vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Rehabilitation of transit vehicles
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal 3.3: Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

Fund Codes:

- > 5307 = Federal Section 5307 funds appropriated to eligible transit agencies for various transit needs.
- > Local = General local funds provided by the lead agency as part of the required match.

Other

- > On NHS: N/A
- > Metro Model: No
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



Metro
20121-24 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
CANCEL PROJECT
 Dead Project

Lead Agency: TriMet		Project Type: Transit	ODOT Key: 20848
Project Name: Low - No Zero Emission Bus Project (2020)	14	ODOT Type: Transit	MTIP ID: 70934
		Performance Meas: No	Status: N/A
Project Status: 0 = No activity.		Capacity Enhancing: No	Comp Date: N/A
		Conformity Exempt: Yes	RTP ID: N/A
Short Description: Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.		On State Hwy Sys: N/A	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: 1	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: SP21-02-SEP

Detailed Description: None

STIP Description: Fund procurement and deployment of 5 battery electric buses and associated charging infrastructure to be deployed from Merlo garage on a Westside route to be determined.

Last Amendment of Modification: None

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5339	FF30	2020					\$ 50,000	
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2020					\$ 56,658	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 106,658	\$ 106,658
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 2018-21 MTIP. The project was not recognized to move forward and be implemented.

> Will Performance Measurements Apply: Yes - N/A

RTP References:

- > RTP ID: N/A
- > RTP Description: N/A
- > Exemption Status: N/A
- > UPWP amendment: N/A
- > RTP Goals: N/A
- > Goal N/A
- > Goal Description: N/A

Fund Codes:

> 5339 = Federal Section 5339 funds allocated to eligible transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.

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

Other

- > On NHS: No
- > 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
PHASE SLIP
 Slip Other phase and funding from
 FY 2020 to FY 2021

Lead Agency: TriMet		Project Type:	Transit		ODOT Key:	22207
Project Name: TriMet Operator Safety and Rider Awareness Project Status: T22 = Programming actions in progress or programmed in current MTIP Short Description: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. (2019 5312 FTA CP&PSA Discretionary)	15	ODOT Type	Transit		MTIP ID:	TBD
		Performance Meas:	Yes		Status:	T22
		Capacity Enhancing:	No		Comp Date:	12/31/2021
		Conformity Exempt:	Yes		RTP ID:	11016
		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:	1		OTC Approval:	Yes
		STIP Amend #: TBD			MTIP Amnd #: SP21-02-SEP	
Detailed Description: FTA discretionary 5312 grant from the 2019 Human Trafficking Awareness and Public Safety Initiative Awarded under the Crime Prevention and Public Awareness category to develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators and install digital displays at key transit centers to share information on safety-related topics. The goal is to reduce operator assaults and increase public participation in reporting threats to the safety of operators and passengers.						
STIP Description: Develop and disseminate educational material for riders on how to identify and report potential risks to riders and operators, and install digital displays at key transit centers to share information on safety-related topics.						
Last Amendment of Administrative Modification: None						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
5312	F260	2020		-			\$ 151,052	\$ -
5312	F260	2021					\$ 151,052	\$ 151,052
								\$ -
							Federal Totals:	\$ 151,052
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	2020					\$ 57,763	\$ -
Local	Match	2021					\$ 57,763	\$ 57,763
							Local Total	\$ 57,763
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 208,815	\$ 208,815
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 208,815	\$ 208,815
Year Of Expenditure (YOE):								\$ 208,815

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 slips the Other phase and funding to FY 2021. The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.

> Will Performance Measurements Apply: Yes

RTP References:

> RTP ID: 11016 - Operating Capital: Safety & Security Phase 2

> RTP Description: Safety enhancements, CCTV, Transit Police.

> No action to the UPWP is required.

Fund Codes:

> 5312 = Federal FTA Section 5312 funds allocated in a discretionary basis base din the funding program and grant award winners

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

Other

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

Memo

Date: September 24, 2020
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: September 2020 MTIP Formal Transition Amendment Impacting both the 2018-21 MTIP and new 2021-24 MTIP & Resolution 20-5127 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF COMPLETING REQUIRED FINAL CORRECTIONS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) PLUS AMEND, COMPLETE TECHNICAL CORRECTIONS, AND ADD NEW PROJECTS AS PART OF THE TRANSITION FORMAL AMENDMENT TO THE 2021-24 MTIP (SP21-02-SEP)

BACKGROUND

What This Is:

The September 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Transition Amendment provides part two to the overall transition amendment to the 2021-24 MTIP. The formal amendment contains technical corrections to existing projects and new projects for inclusion in the new 2021-24 MTIP. Fifteen projects comprise the September 2020 Formal Transition Amendment. It also provides a few required technical corrections to projects in the 2018-21 MTIP ensuring that when the project's construction phase is added to the 2021-24 MTIP, programming consistency is maintained between the two MTIPs. The amendment is being processed under MTIP amendment number SP21-02-SEP and under a resolution 20-5127.

What is the requested action?

JPACT approved Resolution 20-5127 and recommends Metro Council approve Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle allowing the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

About the September Formal Transition Amendment

As stated, the September Formal Transition MTIP Amendment represents part two of the Transition amendment to the 2021-24 MTIP started with the August 2020 Formal Transition Amendment. The MTIP Transition amendment is a special amendment FHWA allows the Oregon MPOs to complete to make needed technical corrections or add new projects that emerged during the MTIP approval gap period (April through August 2020). For the Transition amendment, FHWA relaxes some of the usual required processing rules and support documentation. Along with the August and September Formal Transition Amendments which contain a total of 28 projects, a separate Transition Administrative Modification containing 11 projects will be submitted during August as well. TPAC is not required to review or approve the Transition Administrative Modification.

The Transition Amendment functions to fill in the missing gaps and programming pieces that result from the gap period back to April. The changes include programming upgrades to existing projects and add new project (primarily discretionary grant awards) that occurred after April.

The Formal Transition Amendment covers required updates and changes based on the below areas:

1. Slipping phases from FY 2020 to FY 2021 that were not carried over into the 2021-24 MTIP
2. Adding a new project phases to an existing programmed 2021-24 project that has a significant impact upon the fiscal constraint finding.
3. Adding the full programming for new project not currently included in the 2021-24 MTIP.
4. Completing major fund swaps within a phase or across all project phases that result in a significant impact upon the fiscal constraint finding.
5. Correcting phase funding for planned fall obligations which could have a significant impact upon the fiscal constraint finding which are due to updated design and delivery. Requirements.
6. Updating phase obligation/delivery timing that involve major domino effects to other project phases (e.g. PE is bumped from FY 2021 to FY 2022 resulting in ROW being delayed to FY 2024 and construction pushed out from FY 2024 to FY 2025).
7. Completing other technical corrections to projects that if not corrected would block a federal approval step or phase obligation.

September 2020 Amendment Bundle Summary Points:

- The August and September Formal Transition Amendments along with the August Transition Administrative Modification total 37 projects. This is over a 50% reduction from the number of projects included in the 2018-21 MTIP Transition Amendment. Improved project scheduling, obligation tracking, use of frequent delivery meetings, and improved communications among the lead agency, ODOT and Metro all contribute to this improvement.
- A total of eight projects (61.5%) in the September amendment bundle involve implementation phase slips (i.e. Right-of Way (ROW)/Utility Relocation (UR) and Construction phases slip from FY 2020 to FY 2021). Two general reasons contributed to the phase completion delays. These included:
 - Delays in completing final design and the Project, Specifications, and Estimates (PS&E) package due to unforeseen design requirements being added to the project, costs increases impacting design, and a general slow-down in completing required PS&E tasks due to Covid-19.
 - Delays in completing the ROW which were caused by not identifying full ROW acquisition requirements and to Covid-19 restrictions which slowed down completion of require ROW phase tasks delaying the ability to obligate the Construction phase.

- Below is a short summary of the 15 projects included in the September 2020 Formal Transition Amendment:

Proposed September 2020 Formal Transition Amendment Bundle Amendment Type: Formal/Full Amendment #: SP21-02-SEP Total Number of Projects: 15					
Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #1 ODOT Key 19276 MTIP ID 70674	Clackamas County	Jennings Ave: OR 99E to Oatfield Rd	<u>PHASE SLIP AND COST INCREASE:</u> The formal amendment addresses a PE and ROW phase funding shortfall by shifting STBG (and match) from the Construction phase to support the PE and ROW phases. The Construction phase is backfilled with local funds based on a phase of \$3,187,983.	The total project cost increases by \$1,237,694 which represents a 30.6% cost increase and is above the 20% threshold. The construction phase is also slipped to FY 2022 based on the updated project schedule.	Cost increases above 20% for \$1 million and greater project costs require a formal amendment
Project #2 ODOT Key 20882 MTIP ID 70874	Metro	Transit Oriented Development Program (2020)	<u>PHASE SLIP</u> Adding the Other phase to FY 2021 to the 2021-24 MTIP with \$3,286,135 of Local funds	Expenditure of federal funds in support of similar activities delayed due to Covid-19 workforce slow-down over FY 2020. Funds will be expended in FY 2021	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment
Project #3 ODOT Key 20888 MTIP ID 70871	Metro	CORRIDOR AND SYSTEMS PLANNING (2020)	<u>PHASE SLIP:</u> \$404,235 of STBG plus required match remains unobligated to FY 2020 project and is being slipped to FY 2021 in the 2021-24 MTIP	The remaining unobligated STBG and match (\$450,502) is being slipped to FY 2021 and will be applied to the FY 2021 Corridor and Systems Planning UPWP project needs. If not required, the funds will be re-programmed to other SFY 22 UPWP requirements.	The slip acts as adding a new project to the 2021-24 MTIP which requires a formal amendment to complete.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #4 ODOT Key 20897 MTIP ID 70889	Metro	Regional Freight Studies	PHASE SLIP: The project is now acting as the test pilot for Metro for the ODOT consultant certification process. The scope of work for the project requires additional refinement as a result. This has delayed the planned EOY 2020 obligation timing.	Metro is pursuing certification in consultant selection for planning projects to expedite implementation of consultant led Metro UPWP projects ODOT requires a test project to evaluate the developed procedures for consultant selection. The Regional Freight Studies project was chosen as the test pilot project. As the test pilot project, the fund obligation will be synchronized to the consultant selection process. The \$200k of STBG and match will not obligate until late fall or early winter during FY 2021 as a result.	The slip acts as adding a new project to the 2021-24 MTIP which requires a formal amendment to complete.
Project #5 ODOT Key 19120 MTIP ID 70799	ODOT Gresham	SE 242ND/HOGA N: NE BURNSIDE - E POWELL (GRESHAM)	PHASE SLIP: The ROW phase will not be completed in time to obligate the Construction phase as planned before the end of FY 2020. The amendment slips the construction phase as a new project into FY 2021 in the 2021-24 MTIP	Significant issues with two ROW files (owned by Starbucks and PGE) have arisen, made worse by the COVID-19 pandemic. CON phase can't be obligated until ROW Certification is obtained. The lead agency is being corrected to be Gresham	Construction was planned to obligate by the end of FY 2020. The project was not carried over into the new 2021-24 MTIP. As a result of the phase slip, the project must be re-added to the new 2021-24 MTIP as a new project.
Project #6 ODOT Key 22116 MTIP ID 71220	ODOT	OR8 curb ramps (Cornelius & Forest Grove)	PHASE SLIP: ROW, and UR phases are slipped to FY 2021. The two phases could not obligate in time before the end of FY 2020. They are being re-added to the 2021-24 MTIP as a new project. Per FHWA guidance to the project, Construction will remain in FY 2020	Special obligation requirements for ADA project will not be completed on time - have a work plan in place but timing will not be sufficient. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of ROW authorization, so CN will not slip, but RW will.	UR obligation requirements cannot be met by obligation deadline (utilities cannot respond in a timely manner); there may be no reimbursable work needed, and if UR work is needed it won't be needed until FFY21. With this being an ADA settlement project, FHWA granted ODOT an exception and allowed a partial PS&E at the end of July ahead of UR authorization, so CN will not slip, but UR will.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #7 ODOT 19267 MTIP ID 70806	ODOT	OR141 (Hall Blvd): Scholls Ferry Rd - Hemlock St	LIMITS CHANGE: The Mile Post limits for the project are expanded by 0.28 miles which triggers the formal amendment.	The formal amendment expands the project mile post limits by expanding them by 0.28 miles. They change from 2.84 to 3.84 to be 2.82 to 4.10 and result in a minor change to the project name.	The PE phase obligation is also updated to reflect the correct original obligation year of 2015. The changes are necessary to complete now in the 2018 MTIP to ensure consistency with the project exists when the Construction phase is added to the 2021-24 MTIP next spring.
Project #8 ODOT Key TBD - New MTIP TBD - New	ODOT	I-5: Interstate Bridges Bearing Replacement (Portland)	ADD NEW PROJECT The amendment adds the new ODOT/WASDOT project to address corroding connections securing the bridge bearings.	The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #9 ODOT Key TBD - New MTIP ID TBD - New	ODOT	I-5: Interstate Bridges Control Equipment (Portland)	<u>ADD NEW PROJECT:</u> The amendment adds the project to the 2021-24 MTIP to replace the control system equipment on both of the bridges in order to ensure consistent operation (Bridge ID: 01377A & 07333)	The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. The critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project #10 ODOT Key New - TBD MTIP ID New - New	ODOT	I-5: Interstate Bridge, NB Electrical Components (Portland)	<u>ADD NEW PROJECT:</u> The amendment adds the new OTC approved project to Restore the electrical components to make the system permanent, rather than a temporary fix	After a crack was discovered in the second trunnion, it was replaced in 2020. There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system	Per the approved Amendment Matrix, adding a new project to the MTIP requires a formal amendment. OTC approval was required and occurred during their August 2020 meeting.
Project #11 ODOT Key 21407 MTIP ID 71060	Portland	OR99W/ Barbur Blvd Area: Sidewalk Infill Projects	<u>ADD PHASES:</u> ROW and ur phases are added to the project at \$50k each. Funds drawn from construction	Per discussion with Portland, scope will drop two locations as one is locally developer completed and the other will be locally funded. ROW and UR phases are added with the savings. Total project cost remains unchanged	Two site locations: 24th/25th Ave - Multnomah to Spring Garden and 40th Ave are dropped from the scope as they will be completed separately from this project.
Project 12 ODOT Key 20864 MTIP ID TBD 70894	SMART	SMART MOBILITY MANAGEMENT (2020)	<u>CANCEL PROJECT FROM 2018-21 MTIP</u> The project is being canceled as a duplicate to Key 20867	Cancel per discussion with SMART. The project is an accidental duplicate of K20867	The project was slipped with a partial prior funding obligation under a new key number which created the unnecessary duplication
Project 13 ODOT Key 20873 MTIP ID 70903	SMART	SMART Bus Purchase/PM/ Amenities and Technology 2020	<u>PHASE SLIP:</u> Other phase and funding slipped to FY 2021. Additional 5307 funds available and added to the project	The TrAMS grant to obligate the funds for maintenance and bus fleet replacement and software will not be approved until FY 2021	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks	Why is a Formal/ Full Amendment Required
Project 14 ODOT Key 20848 MTIP ID 70934	TriMet	Low - No Zero Emission Bus Project (2020)	CANCEL PROJECT: The formal amendment cancels the project from the 2018-21 MTIP. The project was not recognized to move forward and be implemented.	The project was not recognized to move forward and be implemented.	Per the approved Amendment Matrix, canceling a project from the MTIP requires a formal/full amendment.
Project #15 ODOT Key 22207 MTIP ID TBD	TriMet	TriMet Operator Safety and Rider Awareness	PHASE SLIP: The formal amendment slips the Other phase and funding to FY 2021.	The project was added late to the 2018 MTIP (May 2020). Approval of TriMet's Trams grant did not occur before the end of FY 2020 as planned.	Although this is a phase slip, the project must be added as a new project to the 2021-24 MTIP which requires a formal amendment

As mentioned, the above fifteen projects in the September Formal Transition MTIP Amendment bundle represent part two of the two-part formal transition amendment. 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 normally 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.

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: • 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: • FHWA project cost increase/decrease: • 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.

- 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 amount 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 supports RTP goals and strategies and/or will contribute to or impact RTP performance measure targets.
- 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 September Formal Transition MTIP amendment (SP21-02-SEP) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	August 25, 2020
• TPAC notification and approval recommendation.....	September 4, 2020
• JPACT approval and recommendation to Council.....	September 17, 2020
• Completion of Public Notification Process.....	September 23, 2020
• Metro Council approval.....	September 24, 2020

Note: 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.....	October 6, 2020
• Submission of the final amendment package to USDOT.....	NLT October 7, 2020
• ODOT clarification and approval.....	End of October, 2020
• USDOT clarification and final amendment approval.....	Early November, 2020

Note: Approval of the September 2020 Formal Amendment Bundle and Resolution 20-2127 is contingent upon the approval of the new 2021-24 MTIP. This is expected to occur as of October 1, 2020. Submission and approval of the September Formal Amendment must wait until the 2021-24 MTIP is approved.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2021-24 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5110 on July 23, 2020 (FOR THE PURPOSE OF ADOPTING THE 2021-2024 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA).
1. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
2. **Metro Budget Impacts:**
 - a. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Transit Oriented Development (TOD) program are preserved for obligation and expenditure during FY 2021.
 - b. UPWP allocated and unobligated planning funds for the Portland Metro MPO FY 2020 Corridor and Systems Planning program are preserved for obligation and expenditure during FY 2021.
 - c. UPWP allocated planning funds for the Portland Metro MPO FY 2020 Regional Freight Studies are preserved for obligation and expenditure during FY 2021.

RECOMMENDED ACTION:

JPACT approved Resolution 20-5127 and recommends Metro Council approve Resolution 20-5127 consisting of fifteen projects in the September Formal Transition Amendment Bundle allowing the projects to be amended correctly into the 2021-24 MTIP in October with final approval to occur from USDOT.

Attachments: OTC letters supporting the I-5 Bridge Projects



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020
TO: Karen Rowe
Delivery and Operations Division Administrator

**Attachment 1: OTC Letters – I-5
Interstate Bridges
Bearing Replacements**

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate bridges bearing replacement (Portland) project

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add a border bridge project on the Interstate bridges in Portland.

Funding to come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate bridges bearing replacement (Portland)	\$0	\$550,000
State Bridge Program	\$275,000	\$0
Washington Department of Transportation	\$275,000	\$0
TOTAL	\$550,000	\$550,000

Project to be added:

Interstate 5: Interstate bridges bearing replacement (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$30,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$520,000
TOTAL		\$0	\$550,000

Background:

The Columbia River Interstate 5 Interstate Bridge was built in 1916 and carries over 67,000 vehicles each day. There are bearings that support the Interstate bridges that are designed to allow for expansion and contraction due to temperature changes. Several of these bearings have failed and no longer allow for movement. Some are outside their tolerable travel limits, others are severely

corroded, and some have parts that are no longer functional. The connections securing the bearings to the bridges are corroded, and are bent due to the forces associated with the bearings no longer being able to provide the movement the bridge needs to function as it was designed. This project will only address the most critical bearings. The other bearings should be able to remain in service until the bridge is replaced.

Options:

With approval, the bearings that have failed will be replaced and the bridge can remain in service as it was designed. There will be no unintended forces due to expansion and contraction as the bridge reacts to changes in temperature.

Without approval, the failed bearings will remain in service. There will be substantial forces generated as the steel expands and contracts due to changes in temperature, but is unable to move as the designer intended.

Attachments:

- Attachment 1 – Location and vicinity maps

Copies to:

Kris Strickler	Travis Brouwer	Tom Fuller	Lindsay Baker
Mac Lynde	Cooper Brown	Rian Windsheimer	Gabriela Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020

TO: Kristopher W. Strickler
Director

Attachment 1 - OTC Letters:
I-5 Interstate Bridges
Control Equipment

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Consent XX** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate bridges control equipment (Portland) project

Requested Action:

Approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) to add a border bridge project for the Interstate bridges in Portland.

Funding will come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate bridges control equipment (Portland) project	\$0	\$1,000,000
State Bridge Program	\$500,000	\$0
Washington Department of Transportation	\$500,000	\$0
TOTAL	\$1,000,000	\$1,000,000

Project to be added:

Interstate 5: Interstate bridges control equipment (Portland) project (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$80,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2022	\$0	\$920,000
TOTAL		\$0	\$1,000,000

Background:

The replacement of critical bridge control equipment was delayed in order to not interfere with the Interstate 5: Interstate Bridge, northbound trunnion replacement. The touch screens and programmable logic controllers are failing, and are no longer supported by the manufacturer. Also, as the high power electronic motor control equipment is reaching the end of its service life, the probability of failure increases. Because of technical advancements, it is not possible to obtain replacement parts from the original equipment manufacturer to repair them should they fail. There are faults that are occurring on

an intermittent and random basis. While these faults have been able to be reset, the existing control system for this critical border bridge does not have the reliability and redundancy needed to ensure consistent operation. By replacing outdated control equipment, this project will provide the bridge operators with a system they can maintain, and have confidence in as they open and close the bridge.

Options:

With approval, the critical bridge control equipment will be upgraded using modern components that are supported by the original equipment manufacturer. Replacement parts will be able to be obtained throughout the design life of each component, resulting in safe and reliable operation of these bridges for many years.

Without approval, the critical bridge control equipment will be maintained using replacement components, both new and used, purchased from multiple sources. These components have a lower reliability than new components purchased from the original manufacturer. The result of keeping the current system in service is an increased risk of system failure, impacting both river navigation and interstate traffic.

Attachments:

- Attachment 1 – *Location and vicinity maps*

Copies to:

Jerri Bohard	Travis Brouwer	Tom Fuller	Bob Gebhardt
Cooper Brown	Mac Lynde	Rian Windsheimer	Gabriella Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: August XX, 2020
TO: Karen Rowe
Delivery and Operations Division Administrator

**Attachment 1 – OTC Letters:
I-5 Bridges
NB Electrical Components**

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add the Interstate 5: Interstate Bridge, northbound electrical components (Portland) project

Requested Action:

Approve to amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to add a border bridge project on the northbound Interstate Bridge in Portland.

Funding to come from the state bridge program and the Washington Department of Transportation.

STIP Amendment Funding Summary:

Project	Current Funding	Proposed Funding
Interstate 5: Interstate Bridge, northbound electrical components (Portland)	\$0	\$500,000
State Bridge Program	\$250,000	\$0
Washington Department of Transportation	\$250,000	\$0
TOTAL	\$500,000	\$500,000

Project to be added:

I-5: Interstate Bridge, northbound electrical components (Portland) (KN TBD)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$0	\$40,000
Right of Way	N/A	\$0	0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$0	\$460,000
TOTAL		\$0	\$500,000

Background:

The northbound Columbia River Interstate 5 Interstate Bridge was built in 1916. In 1997 one of the trunnions that are part of the mechanical system used to open and close the bridge was replaced due to the discovery of a structural crack. After a crack was discovered in the second trunnion, it was replaced in 2020.

There was a significant amount of electrical and mechanical work that was required on the northbound Interstate 5: Interstate Bridge to allow for the replacement of the trunnion shaft. The electrical work consisted of temporarily moving transformers, power panels, conduits, and other components to allow for unrestricted access to the trunnion. The temporary system was not intended to be used to operate the bridge for an extended period of time. This project will restore the electrical components to their original locations, and will connect those components in a permanent manner, replacing the electrical cords that were used for the temporary system.

Options:

With approval the equipment that was relocated to accommodate the replacement of the trunnion shaft can be restored to its original location, with electrical connections that are permanent, reliable, and durable.

Without approval the electrical equipment will remain in its current temporary location, and be will continue to be connected in a temporary manner with electrical cords.

Attachments:

- Attachment 1 – Location and vicinity maps

Copies to:

Kris Strickler	Travis Brouwer	Tom Fuller	Lindsay Baker
Mac Lynde	Cooper Brown	Rian Windsheimer	Gabriela Garcia
Ray Mabey	Bert Hartman	Rachelle Nelson	

Agenda Item No. 3.6

Resolution No. 20-5129, For the Purpose of Approving an Amended and Restated Visitor
Development Fund Services Agreement

Consent Agenda

Metro Council Meeting
Thursday, September 24, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN	)	RESOLUTION NO. 20-5129
AMENDED AND RESTATED VISITOR)	
DEVELOPMENT FUND SERVICES	)	Introduced by Chief Operating Officer
AGREEMENT	)	Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, on January 31, 2001, Metro, City of Portland and Multnomah County entered into the Visitor Facilities Intergovernmental Agreement (the “Original VFIGA”) to support regional tourism and spectator facilities, the visitor and hospitality industry and to maximize the economic development benefits associated with visitor facilities, programs and services; and

WHEREAS, the Original VFIGA provided that certain funds collected from the tax increases would be dedicated to visitor development purposes managed by a nonprofit entity whose board of directors is comprised of representatives of the visitor services industry and government officials; and

WHEREAS, on April 26, 2001, Metro, City of Portland and Multnomah County entered into the original Visitor Development Fund Services Agreement, whereby the identified the Visitor Development Fund, Inc., an Oregon nonprofit corporation with a board of directors comprised of representatives of the visitor services industry and government officials, as the entity capable of carrying out the visitor development purposes contemplated by the Original VFIGA; and

WHEREAS, the Original VFIGA was subsequently amended in January of 2020 (the “Second Amended and Restated VFIGA”), to provide mechanisms for maintaining resilient funding reserves, adequate funding for the visitor development fund, vital and competitive tourism facilities, and improved conditions for the community and people experiencing homelessness to help Portland remain a desirable destination; and

WHEREAS, as contemplated in the Second Amended and Restated VFIGA, the Visitor Development Fund Services Agreement must now be updated and revised to, among other things, extend its duration and conform it to the terms of the Second Amended and Restated Visitor Facilities Intergovernmental Agreement; now therefore

BE IT RESOLVED that the Metro Council hereby authorizes the Metro Council President to execute the First Amended and Restated Visitor Development Fund Services Agreement, in a form substantially similar to the one attached hereto as Exhibit A.

ADOPTED by the Metro Council on this 24th day of September, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING AN	)	RESOLUTION NO. 20-5129
AMENDED AND RESTATED VISITOR)	
DEVELOPMENT FUND SERVICES	)	Introduced by Chief Operating Officer
AGREEMENT	)	Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, on January 31, 2001, Metro, City of Portland and Multnomah County entered into the Visitor Facilities Intergovernmental Agreement (the “Original VFIGA”) to support regional tourism and spectator facilities, the visitor and hospitality industry and to maximize the economic development benefits associated with visitor facilities, programs and services; and

WHEREAS, the Original VFIGA provided that certain funds collected from the tax increases would be dedicated to visitor development purposes managed by a nonprofit entity whose board of directors is comprised of representatives of the visitor services industry and government officials; and

WHEREAS, on April 26, 2001, Metro, City of Portland and Multnomah County entered into the original Visitor Development Fund Services Agreement, whereby the identified the Visitor Development Fund, Inc., an Oregon nonprofit corporation with a board of directors comprised of representatives of the visitor services industry and government officials, as the entity capable of carrying out the visitor development purposes contemplated by the Original VFIGA; and

WHEREAS, the Original VFIGA was subsequently amended in January of 2020 (the “Second Amended and Restated VFIGA”), to provide mechanisms for maintaining resilient funding reserves, adequate funding for the visitor development fund, vital and competitive tourism facilities, and improved conditions for the community and people experiencing homelessness to help Portland remain a desirable destination; and

WHEREAS, as contemplated in the Second Amended and Restated VFIGA, the Visitor Development Fund Services Agreement must now be updated and revised to, among other things, extend its duration and conform it to the terms of the Second Amended and Restated Visitor Facilities Intergovernmental Agreement; now therefore

BE IT RESOLVED that the Metro Council hereby authorizes the Metro Council President to execute the First Amended and Restated Visitor Development Fund Services Agreement, in a form substantially similar to the one attached hereto as Exhibit A.

ADOPTED by the Metro Council on this 24th day of September, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

**FIRST AMENDED AND RESTATED
VISITOR DEVELOPMENT FUND SERVICES AGREEMENT**

THIS FIRST AMENDED AND RESTATED VISITOR DEVELOPMENT FUND SERVICES AGREEMENT (the “Agreement” or “this Agreement”) is made among VISITOR DEVELOPMENT FUND, INC., an Oregon nonprofit corporation (“VDFI”); Metro, a metropolitan service district (“Metro”), MULTNOMAH COUNTY, OREGON, a municipal subdivision (the “County”); and CITY OF PORTLAND, a municipal corporation (the “City”), each individually a “Party” and collectively the “Parties”, who agree as follows:

RECITALS

A. The Parties and other entities entered into a Memorandum of Understanding dated September 14, 1999 to plan, budget for, and administer the expenditure of certain revenues from the 2.5% increase in the County transient lodging tax and vehicle rental tax in support of regional visitor facilities and to further develop the visitor industry in the Portland metropolitan area.

B. The County adopted ordinances needed to implement the tax increases and the County, City, and Metro entered into the Visitor Facilities Intergovernmental Agreement, dated January 31, 2001, the Amended and Restated Visitor Facilities Intergovernmental Agreement, dated October 25, 2013, and the Second Amended and Restated Visitor Facilities Intergovernmental Agreement, dated December 5, 2019.

C. The Visitor Facilities Intergovernmental Agreement provides that certain funds collected from the tax increases will be dedicated to visitor development purposes by a nonprofit entity whose board of directors is comprised of representatives of the visitor services industry and government officials.

D. Visitor Development Fund, Inc. is an Oregon nonprofit corporation with a board of directors comprised of representatives of the visitor services industry and government officials.

E. The County, City, and Metro agreed that VDFI is a qualified entity capable of carrying out the purposes contemplated by the VFIGA and entered into the Visitor Development Fund Services Agreement, dated April 26, 2001.

F. The Parties desire to provide for the administration of the Visitor Development Fund, including financial and administrative oversight.

G. The Parties desire to enter into this First Amended and Restated Visitor Development Fund Services Agreement to conform it to the Second Amended and Restated Visitor Facilities Intergovernmental Agreement and to extend its term as provided herein.

AGREEMENT

1. DEFINITIONS AND STATEMENT OF INTENT

- 1.1. **Definitions.** Unless otherwise specified in this Section, capitalized words in this Agreement shall have the same meaning as terms defined in the VFIGA. The definitions of the Second Amended and Restated Visitor Facilities Intergovernmental Agreement are attached in Exhibit A for ease of use.

For purposes of this Agreement, the following definitions apply:

- 1.1.1. “Claims” is defined in Section 13.1.
- 1.1.2. “Default” is defined in Section 12.3.
- 1.1.3. “Industry Representative Member” is defined in Section 4.1.1.1.
- 1.1.4. “Public Bodies”, or individually “Public Body”, means the City of Portland, Multnomah County and Metro acting through their duly elected governing bodies, unless otherwise noted below.
- 1.1.5. “Public Body Member” is defined in Section 4.1.1.2.
- 1.1.6. “Purpose” as used in this Agreement means that the expenditures of the allocation of revenues from the VFTA to the VDF, which are described in Section 3.3.10 of the VFIGA, shall be expended by VDFI to attract visitors to Portland and Multnomah County consistent with the purposes stated in the VFIGA and seek to maximize hotel and short term rental occupancy and vehicle rentals.
- 1.1.7. “Taxes” means the transient lodging and the motor vehicle rental taxes imposed under Multnomah County Code Chapter 11, as specified in the Second Amended and Restated Visitor Facilities Intergovernmental Agreement.
- 1.1.8. “Visitor Development Fund” or “VDF” means one or more accounts used by VDFI to receive the funds described in Section 3.3.10 of the VFIGA and for payment of obligations of the VDFI as permitted in the VFIGA and this Agreement. To avoid ambiguity, the VDF shall be separate and independent from Travel Portland’s account(s).
- 1.1.9. “Visitor Facilities Intergovernmental Agreement” or “VFIGA” means the Second Amended and Restated Visitor Facilities Intergovernmental Agreement, dated December 5, 2019, which is attached as Exhibit A.

1.2. **Statement Of Intent**

1.2.1. Statement of Intent. The Parties intend that this Agreement is an enforceable contract with respect to the subject matter involved.

2. **ADMINISTRATION OF VDFI BY TRAVEL PORTLAND**

VDFI shall use the administrative services of Travel Portland, and at the direction of and under the supervision of the VDFI Board, Travel Portland shall provide such services within its available resources. Travel Portland's administration shall include 1) designating the VDFI Administrator, 2) fiscal management of VDF funds, 3) duties assigned through the VFIGA, and 4) other duties as may be necessary to achieve the Purposes of this Agreement.

3. **VISITOR DEVELOPMENT FUND, INC. AND INCORPORATION**

The Parties agree that Visitor Development Fund, Inc. is an Oregon nonprofit corporation, exempt from federal and state taxation pursuant to IRC § 501(c)(6).

4. **VDFI BOARD AND OBLIGATIONS OF VDFI**

During the term of this Agreement, VDFI agrees that its articles of incorporation and bylaws will provide for its Board of Directors to be appointed as follows:

4.1. **Number and Tenure**

4.1.1. Number. The VDFI Board shall consist of fifteen (15) members, as follows:

4.1.1.1. Seven (7) Industry Representative Members that shall consist of:

4.1.1.1.1. five (5) members who are representatives of "Operators" of "Hotels" or "Short Term Rentals", as such terms are defined in Portland City Code 6.04.010 and 6.05.020, and;

4.1.1.1.2. two (2) members who are representatives of "Commercial Establishments" "Renting" "Motor Vehicles", as such terms are defined in Multnomah County Code Chapter 11;

4.1.1.2. Six (6) Public Body Members that shall consist of:

4.1.1.2.1. two (2) members who are members of the Portland City Council appointed by the City's Mayor;

- 4.1.1.2.2. two (2) members who are members of the Multnomah County Commission appointed by the County's Chair; and
- 4.1.1.2.3. two (2) members of the Metro Council appointed by the Metro Council President. For as long as Section 5.3.3 of the VFIGA is in effect, one Metro member shall be the Metro Councilor whose district contains the urban area of Multnomah County east of the City of Portland.
- 4.1.1.3. Two (2) Travel Portland Members who shall be Travel Portland's 1) Chief Executive Officer and 2) Board President or other Travel Portland Board member as may be nominated consistent with Section 5.2.

4.1.2. Term. The term of the VDFI Board members shall be as follows:

- 4.1.2.1. The term of Industry Representative Members shall not expire until the VDFI Board has appointed the successor board member.
- 4.1.2.2. The term of Public Body Members shall be 1) until the City Mayor or County Chair appoint new representatives and 2) until the Metro Council President appoints new representatives or for as long as Section 5.3.3 of the VFIGA is in effect, until an election determines a new Metro Councilor for the Metro district containing the urban area of Multnomah County east of the City of Portland.

5. NOMINATION AND APPOINTMENT OF INDUSTRY REPRESENTATIVE MEMBERS AND TRAVEL PORTLAND MEMBERS

5.1. Nomination. The Executive Committee of Travel Portland's Board of Directors, as defined in the Travel Portland bylaws, shall nominate all Industry Representative Members and Travel Portland Members.

For as long as section 5.3.3 of the VFIGA is in effect, the Executive Committee shall make reasonable efforts to assure that one of the hotel operators serving as an Industry Representative Member is from the urban area of Multnomah County east of the city of Portland.

5.2. Confirmation of Industry Representatives. Following nomination by the Executive Committee of Travel Portland's Board of Directors, the VDFI Board, at its next regularly scheduled meeting and through a vote of its duly appointed

members, shall confirm the appointment of Industry Representative Members and Travel Portland Members. An Industry Representative Member is not able to participate in or vote on VDFI Board matters until confirmed by the VDFI Board.

6. **REJECTION OF VDFI BOARD APPROVAL OF INDUSTRY REPRESENTATIVE MEMBERS AND TRAVEL PORTLAND MEMBERS**

Each Public Body shall have sixty (60) days from the date the VDFI Board confirms an Industry Representative Member or Travel Portland Member to reject that appointment. If a Public Body rejects an Industry Representative Member or Travel Portland Member, a new member will be nominated and confirmed as described in Section 5 and may be rejected under this Section 6.

7. **POWERS AND FUNCTIONS OF THE VDFI**

During the term of this Agreement, VDFI shall have the following powers and functions:

7.1. **Powers and Functions.**

7.1.1. The VDFI Board shall:

7.1.1.1. Supervise, oversee, and approve expenditures that achieve the Purpose; and

7.1.1.2. Formulate and develop programs that will achieve the Purpose.

7.1.2. The VDFI Administrator shall:

7.1.2.1. Prepare and present to the VDFI Board a quarterly budget and cash flow analysis for review to assure that the Purposes are being achieved; and;

7.1.2.2. Provide for the administration of the VDFI and VDF as described in Section 2.

7.2. **Audit**

All accounting records and documents, and other such related information shall be made available for the Public Bodies' inspection at any time during the term of this Agreement. The Board shall cause an annual financial audit to be performed in accordance with generally accepted accounting standards and shall distribute the annual financial statements together with the auditor's report to the public bodies within thirty (30) days of receipt.

7.3. Participation in Dispute Resolution

VDFI, through the VDFI Board, may participate in the dispute resolution process established in Section 8 of the VFIGA in the manner provided for in the VFIGA.

8. CONFORMANCE OF VDFI ARTICLES OF INCORPORATION AND BYLAWS

The VDFI's articles of incorporation and bylaws shall, at all times during the term of this Agreement, conform to Section 4, 5, 6, and 7.

9. POWERS AND DUTIES OF PUBLIC BODIES

9.1. The Public Bodies may reject a VDFI Board appointee or remove Industry Representative Members or Travel Portland Members for "good cause." "Good cause" exists when:

9.1.1. the appointee or member fails to meet the qualifications provided for above, or

9.1.2. the appointee or member has been convicted of any felony, or a misdemeanor related to the duties of a VDFI Board member; or

9.1.3. the VDFI Board member, through demonstrated actions or failures to act, has created serious questions regarding the ethical or legal integrity of the member's ability to perform the duties of a VDFI Board member.

9.2. The Public Bodies will allow the VDFI to participate in any matter submitted to the DRC pursuant to the VFIGA at Section 8. VDFI participation will be as follows:

9.2.1. The VFTA Administrator will give notice of any matter submitted to the DRC by giving written notice to the VDFI Administrator at the same time and in the same manner as is required under the VFIGA for the initiation of the dispute resolution process.

9.2.2. When the DRC is convened, the VFTA Administrator shall give notice of all meetings of the DRC to the VDFI Administrator. The VDFI Board may submit written material to the DRC regarding the matter as described in the VFIGA, and may, through a VDFI Board member or other representative selected by the VDFI Board, participate in the meetings of the DRC. The VDFI Board representative will not be a voting member of the DRC.

9.2.3. The Public Bodies shall notify the VDFI Administrator when they convene a meeting to consider amendments to the VFIGA. The Public Bodies will provide written notice to the VDFI Board at least sixty (60)

calendar days in advance of amending the VFIGA. The notice shall include an explanation with reasonable particularity of the proposed amendment and, if available, a copy of the proposed amendment.

9.3. Metro Obligations and Powers

- 9.3.1. Metro will appoint and may remove VDFI Board members as specified in Sections 4 and 6 above.
- 9.3.2. Metro will give notice, as described in the VFIGA, to VDFI Administrator concerning any request for Additional OCC Operating Support.

9.4. County Obligations and Powers

- 9.4.1. County will appoint and may remove VDFI Board members as specified in Sections 4 and 6 above.
- 9.4.2. Acting through the VFTA Administrator, the County will make payments to the VDFI as provided for in the VFIGA.

9.5. City Obligations and Powers

- 9.5.1. City will appoint and may remove VDFI Board members as specified in Sections 4 and 6 above.
- 9.5.2. Until the Stadium Bonds are paid in full, the City will make payments to the VDF equal to the amount utilized to pay Stadium Bonds derived from transient lodging taxes collected in the East County Cities as described the VFIGA. The payment amount will be calculated in the manner provided in Exhibit B.

10. AMENDMENT

No amendment, change, or modification of this Agreement shall be valid unless in writing and agreed to by all of the Parties hereto.

11. TERM

This Agreement shall commence on July 1, 2020 and its duration shall be perpetual unless terminated as set forth in Section 12. The Parties acknowledge, however, that the Charter of the City of Portland limits the duration of the contracts that may be entered by the City (with certain exceptions not applicable here) to five (5) years with one renewal of five (5) years. Therefore, as to the City, this contract shall extend for five (5) years from its commencement date and at the end of that term shall be automatically renewed for an additional five (5) years without further action of the Parties. If, at the end of each ten (10) year period, the City Council re-authorizes City participation in this Agreement,

the other Parties agree to enter into another agreement with the City on the same terms contained in this Agreement, as it may have been amended at that time, for an additional five (5) year term, with an additional five (5) year renewal. If the City Council does not re-authorize City participation in this Agreement, the Agreement shall continue in effect as to the remaining Parties, who shall make such modifications to the Agreement as are required by the fact that the City is no longer a Party.

12. TERMINATION

- 12.1. **Termination by Agreement.** This Agreement may be terminated by the unanimous agreement of the Parties, which agreement shall be in writing and signed by the Parties.
- 12.2. **Sunset.** This Agreement shall terminate when the VFIGA terminates and there are no funds remaining in the VDF to be expended by the VDFI.
- 12.3. **Default and Termination.** "Default" means any material breach of a Party's obligations under this Agreement, which the defaulting Party does not fully cure within sixty (60) days of written receipt of notice thereof. This Agreement may be terminated by the nondefaulting Party(ies) by written notice of termination specifying the reason for such termination and a termination date. Such termination shall become effective upon the sixtieth (60th) day following receipt of written notice by the defaulting Party. Termination of this Agreement shall not in any way affect those continuing obligations of the Parties pursuant to this Agreement which are specifically stated to survive the termination of this Agreement.

13. MEDIATION AND ARBITRATION

- 13.1. **Arbitration and Mediation in Lieu of Litigation.** The Parties agree that all claims, controversies or disputes, whether they be statutory, contract and/or tort claims between or among the Parties hereto which arise out of or are related to this Agreement, or which relate to the formation, interpretation, breach or invalidity of this Agreement, whether arising before, during or after termination, including jurisdiction of the Arbitrator(s) or arbitrability (hereinafter collectively referred to as "Claims"), shall be resolved in accordance with the mediation and arbitration procedures specified herein. The Parties shall have in arbitration all remedies for breach of contract provided by Oregon law, including injunctive relief and specific enforcement.

- 13.1.1. **Mediation.** All Claims shall be initially submitted to mediation. The Parties shall agree to a mediator. If the Parties cannot agree as to the selection of a mediator, then any Party may request appointment of a mediator from the American Arbitration Association or the Arbitration Service of Portland, Inc., whichever organization is selected by the Party which first initiates mediation by filing a claim in accordance with the

filing rules of the organization selected. The Parties shall share equally the cost of the mediation process.

13.1.2. Arbitration. Any Claims that have not been resolved by mediation shall be resolved by compulsory and binding arbitration in accordance with the then-effective Commercial Arbitration Rules of the American Arbitration Association or the then-effective arbitration rules of the Arbitration Service of Portland, Inc., whichever organization is selected by the Party which first initiates arbitration by filing a claim in accordance with the filing rules of the organization selected, except that the following shall apply:

13.1.2.1. Every person nominated or recommended to serve as an arbitrator shall be a lawyer who has had experience as an arbitrator for at least ten (10) years and at least ten (10) years' experience as a practicing attorney with expertise in municipal and contract law;

13.1.2.2. If the dispute involves more than \$500,000, or a claim regarding termination for Default, three (3) arbitrators having such qualifications and experience shall be appointed, each of whom shall be selected in the same manner as set forth for the selection of a single arbitrator;

13.1.2.3. The arbitrator(s) shall base the award on this Agreement and applicable law and judicial precedent and shall accompany their award with a written explanation of the reasons for their award. The arbitration shall be governed by the substantive laws of the State of Oregon applicable to contracts made and to be performed therein.

13.1.2.4. Judgment upon the award rendered pursuant to such arbitration may be entered in any court having jurisdiction thereof. The Parties shall share equally the fees and costs charged by the arbitration entity. The Parties knowingly and voluntarily waive their rights to have their dispute tried and adjudicated by a judge or jury. In the event a Party fails to proceed with arbitration, unsuccessfully challenges the arbitrator's award, or fails to comply with the arbitrator's award, any other Party is entitled to costs, including reasonable attorney's fees, for having to compel arbitration or defend or enforce the award.

13.1.3. Place of Arbitration and Venue. The place of arbitration shall be Portland, Oregon. In the event that this arbitration clause is inapplicable or not enforceable for any reason and any Party chooses to file an action or suit, then such action or suit shall be brought and heard in the appropriate court

(state or federal) in the City of Portland, State of Oregon. The Parties expressly consent to the jurisdiction of such court.

14. GENERAL PROVISIONS

- 14.1. **Notice.** Any notice or communication required or permitted to be given by any Party under this Agreement shall be deemed to have been given or delivered if sent or delivered as described in Section 10.2 of the VFIGA.
- 14.2. **Severability.** Nothing contained herein shall be construed to require the commission of any act contrary to law, and wherever there is any conflict between any provisions contained herein and any present or future statute, law, ordinance, or regulation contrary to which the Parties have no legal right to contract, the latter shall prevail; but, the provision of this Agreement which is affected shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law, and all other provisions of this Agreement shall remain in full force.
- 14.3. **Neutral Interpretation.** This Agreement constitutes the product of negotiations of the Parties hereto and any enforcement hereof will be interpreted in a neutral manner and not more strongly for or against any Party based upon the source of the draftsmanship hereof.
- 14.4. **Waiver.** Failure of any Party at any time to require performance of any provision of this Agreement shall not limit the Party's right to enforce the provision, nor shall any waiver of any breach of any provision be a waiver of any succeeding breach of the provision or a waiver of the provision itself or any other provision.
- 14.5. **Time.** TIME IS OF THE ESSENCE with respect to the performance of the duties and obligations of this Agreement.
- 14.6. **Counterparts and Electronic Transaction.** This Agreement may be executed in several counterparts, each of which shall be an original, but all of which shall constitute but one and the same Agreement. The Parties agree that they may conduct this transaction, including any amendments or extension, by electronic means including the use of electronic signatures and facsimiles.
- 14.7. **Calculation of Time.** All periods of time referred to herein shall include Saturdays, Sundays, and legal holidays in the state of Oregon, except that if the last day of any period falls on any Saturday, Sunday, or such holiday, the period shall be extended to include the next day which is not a Saturday, Sunday, or such holiday.
- 14.8. **Attorney Fees.** Except as provided in Section 13, if a suit, action, arbitration or other proceeding of any nature whatsoever is instituted, or the services of an attorney are retained, to interpret or enforce any provision of this Agreement or

with respect to any dispute relating to this Agreement, the prevailing Party shall be entitled to recover from the losing Party its attorney fees, paralegal fees, accountant fees, and other expert fees, and all other fees, costs and expenses actually incurred and reasonably necessary in connection therewith. In the event of suit, action, arbitration or other proceeding, the amount of fees shall be determined by the judge or arbitrator, shall include fees and expenses incurred on any appeal or review, and shall be in addition to all other amounts provided by law.

14.9. **Successors and Assigns.** All of the terms and provisions contained herein shall inure to the benefit of and shall be binding upon the Parties hereto and their respective heirs, legal representatives, successors and assigns.

14.10. **No Assignment.** This Agreement may not be assigned by operation of law or otherwise. Any attempted assignment in violation hereof shall be null and void.

14.11. **Schedule of Exhibits.** The following exhibits are attached and incorporated herein by reference:

Exhibit A Second Amended and Restated Visitor Facilities Intergovernmental Agreement

Exhibit B Calculation of Amount of Civic Stadium Debt Service Derived From East County Cities

14.12. **Entire Agreement.** This Agreement and the exhibits described in Section 14.11 constitute the entire agreement among the Parties, integrate all of the terms and conditions mentioned herein or incidental hereto, and supersede all negotiations or previous agreements between the Parties or their predecessors in interest with respect to all or any part of the subject matter hereof.

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This Agreement is executed as of the latest date set forth below.

VISITOR DEVELOPMENT FUND, INC.

Jeff Miller
President and CEO

Date

CITY OF PORTLAND

Approved as to form

Tracy Reeve
City Attorney

Ted Wheeler
City of Portland Mayor
Date

MULTNOMAH COUNTY

Approved as to form

Jenny Madkour
County Counsel

Deborah Kafoury
Multnomah County Chair
Date

METRO

Approved as to form

Carrie MacLaren
Metro Attorney

Lynn Peterson
Metro Council President
Date

IN CONSIDERATION OF RESOLUTION NO. 20-5129, FOR THE PURPOSE OF APPROVING AN AMENDED AND RESTATED VISITOR DEVELOPMENT FUND SERVICES AGREEMENT

Date: September 10, 2020
Department: Visitor Venues
Meeting Date: September 24, 2020

Prepared by: Amy Nelson, 503.314.2360
amy.nelson@oregonmetro.gov

ISSUE STATEMENT

The purpose of the Visitor Development Fund Service Agreement amendment is to update the agreement to reflect historic and current operational practices of VDFI Board and Public Bodies (i.e. City Council, County Board and Metro Council) and to conform the agreement to terms and roles and responsibilities of the Second Amended and Restated Visitor Facilities Intergovernmental Agreement (VFIGA).

Significant changes to the agreement include:

- Update and streamline definitions to align with VFIGA definitions
- Eliminate references to defunct organizations and shift to more broadly defined terms to eliminate need for future non-substantive amendments
- Add clear definition of Travel Portland's role in administration of VDFI Board
- Update clauses related to VDFI Board of Director's Industry Representative composition and process for nomination, confirmation, and removal
- Update and clarify clauses related to Public Body VDFI Board members, including language that allows for changes to Metro Council members once East County allocation ends when Stadium Bonds are paid off.
- Clarification of VDFI Board powers and functions, including simplification of budget process
- Clarification of dispute resolution processes consistent with VFIGA

ACTION REQUESTED

Request for Metro Council to approve Resolution 20-5129.

BACKGROUND

The VDFSAs are existing agreements originally entered into in 2001. The VDFSAs are being amended to, among other things, conform to the Second Amended and Restated Visitor Facilities Intergovernmental Agreement.

**Goals and Criteria for Wet Waste Allocations to
Private Transfer Stations**

Work Session Topics

Metro Council Work Session
Thursday, September 24, 2020

GOALS AND CRITERIA FOR WET WASTE ALLOCATIONS TO PRIVATE TRANSFER STATIONS

Date: September 10, 2020
Department: Waste Prevention and Environmental Services
Meeting Date: September 24, 2020

Prepared by: Molly Vogt
(503) 797-1666
molly.vogt@oregonmetro.gov
Presenters: Molly Vogt and Roy Brower
Length: 25 minutes

ISSUE STATEMENT

Wet waste is a valuable and limited public resource managed by Metro to serve the public good. Metro is developing a systematic and transparent method of allocating a portion of the region's wet waste tonnage to private transfer stations to ensure the provision of important public services and promoting progress toward regional goals.

ACTION REQUESTED

Staff seeks Council direction about the proposed criteria to allocate approximately 25 percent of the regionally forecasted wet waste tonnage to private transfer stations. These criteria are designed to advance five 2030 Regional Waste Plan (RWP) goals.

Based on Council's input, staff will continue to develop the criteria for tonnage allocations to be implemented in 2021 and beyond. The methodology for 2021 allocations will be presented to stakeholders in multiple forums for informal public comment before the Chief Operating Officer considers it for adoption as a temporary Administrative Rule. Staff recommends adopting temporary administrative rule at this time in order to complete the rule adoption and implementation of the methodology and notify the private transfer stations of their calendar year 2021 allocations as soon as possible. Staff intends to do further work in 2021 to refine the allocation criteria to support further progress toward RWP goals, while balancing predictability and consistency for facility operators, and stability in the system.

IDENTIFIED POLICY OUTCOMES

This work session will inform the criteria for goal-based tonnage allocation. This effort supports and implements components of Council's adopted RWP and Metro Code.

POLICY QUESTION(S)

1. Does Council agree with the proposed goals-based criteria for allocating wet waste tonnage to private transfer stations in 2021?
2. Does Council support doing additional analytical work and stakeholder engagement in 2021 to refine the criteria for 2022 and beyond?

PROPOSED GOALS-BASED CRITERIA

Regional Waste Plan Goals	Criteria
<p>Goal 3.0 Living Wages and Good Benefits | Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.</p>	<ul style="list-style-type: none"> Wages for entry level industry positions match or exceed Metro’s in-house and contracted lowest wage for entry-level industry positions like spotter and traffic control (with load inspection), currently approximately \$17.50/hour.
<p>Goal 4.0 Increase Diversity in Workforce | Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.</p>	<ul style="list-style-type: none"> Establish a contract or partnership with an organization that specializes in increasing workforce diversity. <p><i>AND (must meet both to be eligible)</i></p> <ul style="list-style-type: none"> Provide workforce diversity data to Metro. <i>Workforce diversity data is useful to Metro for RWP indicator reporting and monitoring. Sharing this data with Metro supports the Goal by making it available for use in designing and refining a variety of RWP Goal 4 actions.</i>
<p>Goal 12.0 Minimize Environmental Impacts | Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.</p>	<ul style="list-style-type: none"> Rolling stock uses low particulate and low GHG emission fuel. Oregon Department of Energy publishes a list of alternative fuels to be used as the reference for acceptable fuel types. <p><i>OR (may meet either to be eligible)</i></p> <ul style="list-style-type: none"> Long-haul disposal transport uses R99 renewable diesel.
<p>Goal 13: Invest in Communities | Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.</p>	<ul style="list-style-type: none"> Expand community enhancement fees to include other materials besides wet waste. <p><i>Staff is working to revise or augment this criterion to expand its feasibility for two in-region transfer stations that only receive wet waste.</i></p>
<p>Goal 14: Affordable and Consistent Rates | Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.</p>	<ul style="list-style-type: none"> Total charge per ton (inclusive of all fees) must not exceed Metro’s Solid Waste fee for uncovered loads.

Other Considerations in allocating wet waste

- Per Metro Code, Metro reserves 40 percent of the regional tonnage for the two public transfer stations, Metro South in Oregon City and Metro Central in northwest Portland.
- Metro holds an additional five percent of the regional tonnage in reserve for consideration in mid-year allocation adjustments that might be necessary if there is a revised forecast showing insufficient delivery of tons at the two public stations.
- Designated out of region transfer stations may receive a portion of the base share tonnage, but will not be eligible for goals-based tonnage. Currently, one out of region facility is eligible to receive a wet waste allocation from Metro.

Implementing the goals-based allocations

- Metro may allocate up to five percent of the region’s wet waste tonnage per goal to in-region transfer stations that meet the criteria for that goal. Currently, six in-region private transfer stations are eligible to receive a wet waste allocation. Any transfer station that meets the required criteria for a goal will receive one-sixth of that goal’s tonnage amount (which is equivalent to an additional 0.83 percent of the regional tonnage amount). This goals-based tonnage will be added to each transfer station’s base share.
- If a transfer station does not meet the required criteria for a goal, Metro will not allocate the tonnage to a private transfer station and it will therefore flow to Metro stations. Metro will reevaluate tonnage allocations mid-year and may allocate more tons if it is in the public's interest and it is on trend to receive more than 40 percent.

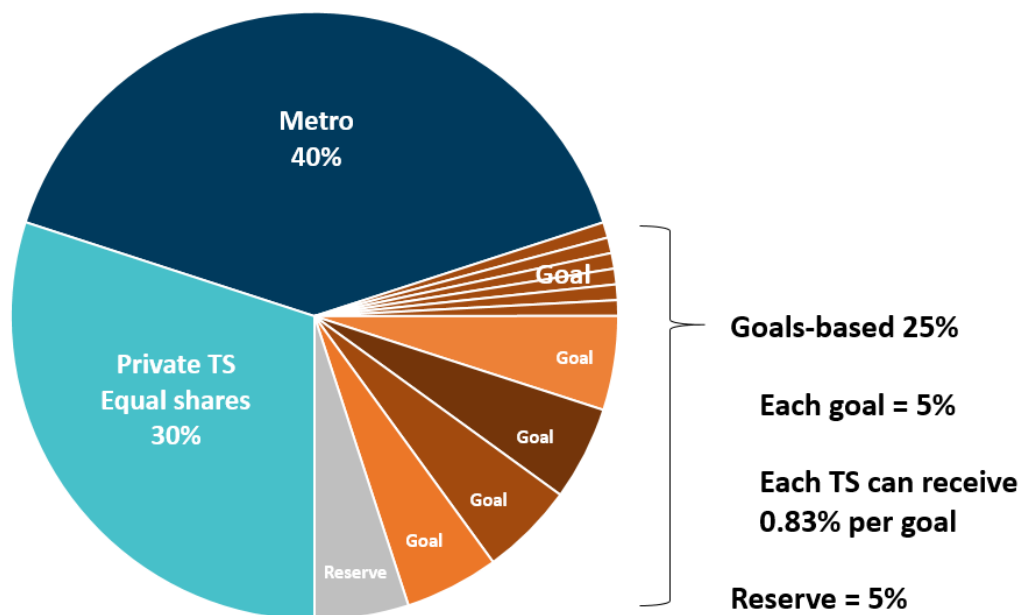


Figure 1. Proposed model for allocation shares

STAKEHOLDER FEEDBACK

Metro held two online stakeholder input sessions on Sept. 3 and 4, 2020 and also received written comments by email. At least one representative from the Oregon Refuse and Recycling Association (ORRA) and from each of the private transfer stations serving the region attended one or both sessions. Many local government solid waste directors also attended. At future sessions following this Council work session, Metro will invite participation from cities that don't have dedicated solid waste staff but may be interested because of potential rate implications. These cities are generally represented in solid waste discussions by County staff.

Metro staff will discuss these criteria with the Regional Waste Advisory Committee (RWAC) on Sept. 17, 2020. Given the deadline for submitting this Council worksheet, the RWAC members' feedback is not provided here, but staff will summarize it as part of the Council work session presentation.

Stakeholder comments at the sessions came primarily from transfer station operators and centered on the following themes:

- 1) Goals and criteria
 - a. Living wages and good benefits:
 - Wages alone are not a sufficient measure and instead total compensation should be considered.
 - If this criterion is applied to employees' take-home pay, it would not reflect the additional costs that some private transfer stations incur when hiring staff through temporary agencies that charge a fee for their staffing services.
 - b. Diversity
 - The language should specify that the third-party agency has expertise in the field rather than simply supporting diversity. *The language in the currently proposed draft criteria has been revised to incorporate this feedback.*
 - c. Environmental Impacts
 - Onsite equipment is a major expense that transfer station operators would not have time to act upon before 2021 allocations are decided.
 - d. Investing in Communities
 - If a transfer station does not accept other materials besides wet waste, it would have no way to achieve this goal or be eligible for this portion of the tonnage allocation.
 - e. Rates
 - An economic review of the feasibility of this criterion was requested. Private transfer stations may not have flexibility to meet the rates charged by Metro's transfer stations given private facility tonnage levels, tax burdens, and capital costs.
- 2) Goals-based allocations and implementation approaches

- Investments required to meet these goals will increase costs which will be passed down and ultimately raise residential and commercial rates.
- The goals-based approach and draft criteria may result in wet waste traveling to a transfer station other than the closest one. This would reduce system efficiency and increase greenhouse gas and particulate emissions relative to going to the closest facility.
- If a transfer station does not meet the criteria for a goal, all tonnage associated with that goal (five percent of the forecast) should be allocated to transfer stations that do meet the criteria instead of unallocated and available only to Metro stations.

STAFF RECOMMENDATIONS

Staff recommend using the proposed criteria for allocating goals-based tonnage in 2021. Due to the compressed timeline for this project, the proposed criteria and allocation model presented during the work session may incorporate revisions made between the date on this worksheet and the work session.

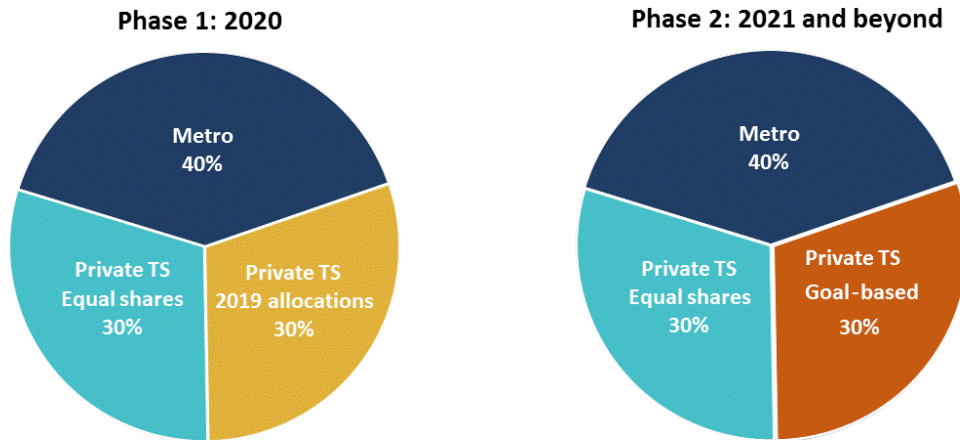
STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How is this related to Metro's Strategic Plan or Core Mission?
 - The RWP identifies the operations and services of solid waste facilities as keys to advancing regional goals. Metro's wet waste allocations can be used to incentivize actions that achieve Regional Waste Plan and other Metro goals. Council adopted the framework for tonnage allocations in 2018 to ensure that Metro would receive at least 40 percent of the region's wet waste as specified in Metro Code.
- How does this advance Metro's racial equity goals?
 - The inclusion of RWP Goal 4: Increase Diversity of the Workforce, speaks directly to racial equity. Environmental impacts also disproportionately affect people of color.
- How does this advance Metro's climate action goals?
 - The inclusion of RWP Goal 12: Reduce nuisance, safety, and other environmental impacts addresses climate action. If Council directs staff to prioritize this or other goals that directly relate to climate action, staff will work to design and incorporate relevant criteria into the final methodology.
- Known Opposition/Support/Community Feedback
 - Detailed in stakeholder feedback above
- Explicit list of stakeholder groups and individuals who have been involved in policy development or provided feedback to the proposal.
 - Prior project phases
 - Private transfer station owners and operators
 - Oregon Refuse and Recycling Association (ORRA)
 - Local government solid waste directors

- Solid Waste Alternatives Advisory Committee (SWAAC)
- Current project phase
 - Private transfer station owners and operators
 - Oregon Refuse and Recycling Association (ORRA)
 - Local government solid waste directors
 - Regional Waste Advisory Council (RWAC)

BACKGROUND

In 2018, Council adopted code amendments establishing that at least 40 percent of the region’s wet waste would be reserved for the two public transfer stations, Metro South and Metro Central. Council also directed staff to develop a transparent and predictable method for annually allocating the remaining wet waste tonnage to private transfer stations. In 2019, staff developed a transitional, Phase 1 approach for allocating wet waste tonnage for 2020 that entailed reserving 40 percent for public transfer stations, allocating a portion of the remaining waste into equal parts for each authorized private station (base share), and allocating a portion to private stations based proportionately on their prior year’s allocation (proportional share).



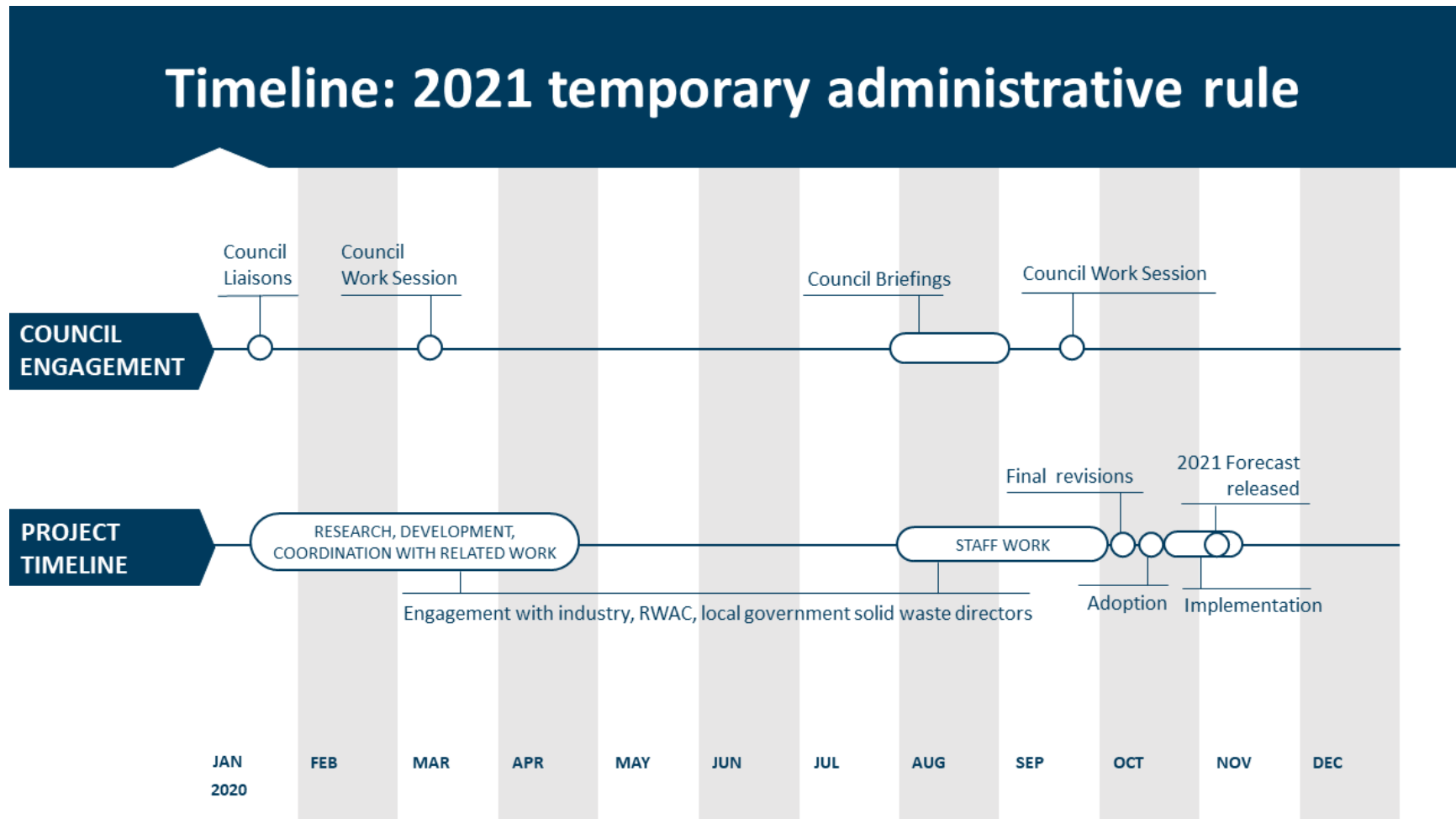
In the Phase 2 methodology, the proportional share was replaced with a goal-based share. After timeline changes due to COVID-19, staff is now developing the details by which to allocate the goal-based share of forecasted tonnage. This goal-based share will be based upon transfer stations’ demonstrated commitment to achieving Regional Waste Plan goals.

ATTACHMENTS

A. Proposed timeline

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No

- What other materials are you presenting today?
 - PowerPoint presentation



Materials following this page were distributed at the meeting.

Wet Waste Tonnage Allocations Goals and Criteria

Council Work Session

September 24, 2020

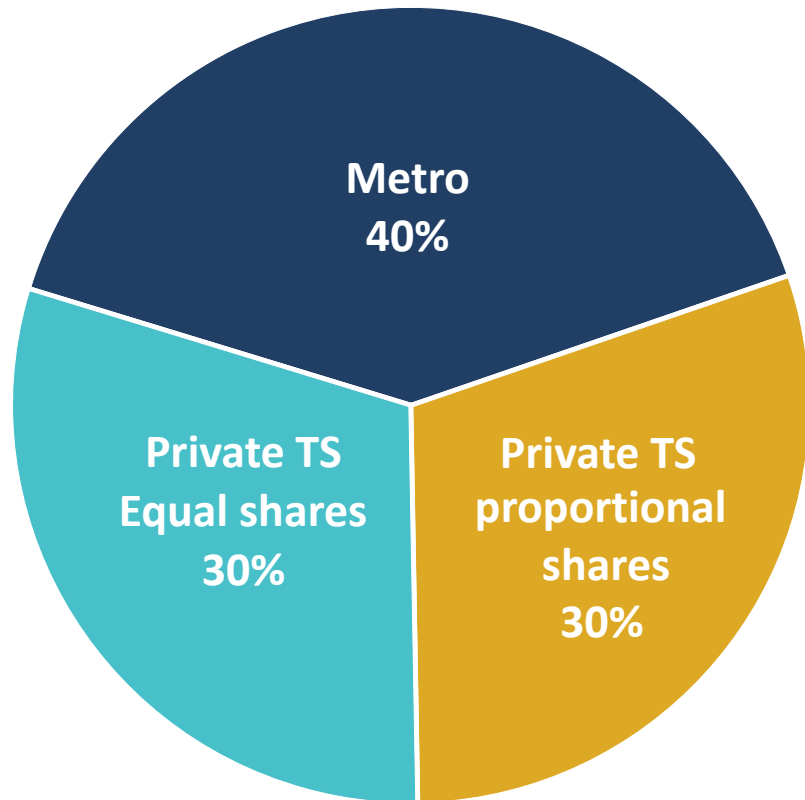


Why do we need an allocation method?

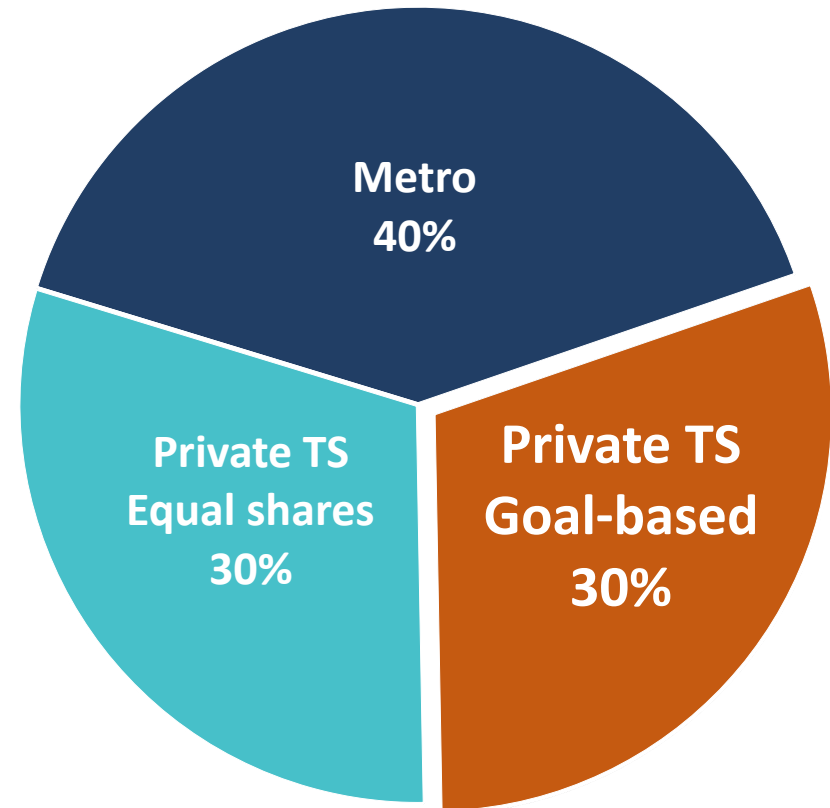
- Garbage is a limited public resource, managed by Metro to serve the public good, so we want to be strategic with benefits.
- Metro oversees this system and sets facility requirements.
- To ensure that Metro receives that 40% per code, Metro allocates up to 60% of the region's forecasted waste to private facilities.
- In 2016 Council directed staff to design a system for allocating wet waste to private transfer stations and in early 2020 endorsed a goals-based approach.

Original phased plan

Phase 1: 2020



Phase 2: 2021 and beyond



2020 Engagement

- March: Council meeting, 2 stakeholder listening forums
- July: Review of January-July data, updated forecast
- Sept 3 & 9: Stakeholder meetings
- September 17: Regional Waste Advisory Committee
- September 24: Council work session
- Early October: Stakeholder meetings (being scheduled)

Policy questions

- Does Council agree with the proposed goals-based criteria for allocating wet waste tonnage to private transfer stations in 2021?
- Does Council support doing additional analytical work and stakeholder engagement in 2021 to refine the criteria for 2022 and beyond?

7 proposed goals to explore



Provide living wages and good benefits



Increase diversity in workforce



Minimize environmental impacts



Invest in communities



Affordable and consistent rates



System stability



Logistics

Proposed Criteria

Goal 3.0: Living Wages and Good Benefits

Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.

- **Wages must be no less than the lowest wage paid at Metro transfer stations for entry level positions like spotter and traffic control (with load inspection)**

Proposed Criteria

Goal 4.0: Increase Diversity in Workforce

Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.

- **Established contract or partnership with organization that specializes in increasing workforce diversity**

AND

- **Provide workforce data to Metro**

Proposed Criteria

Goal 12.0: Minimize Environmental Impacts

Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.

- **Rolling stock (on-site equipment) uses low particulate and low GHG emission fuel**

OR

- **Long-haul disposal transport uses R99 renewable diesel**

Proposed Criteria

Goal 13: Invest in Communities

Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.

- **Collect Enhancement fee for other materials besides wet waste**

OR

- **Collect additional Enhancement fee for wet waste**

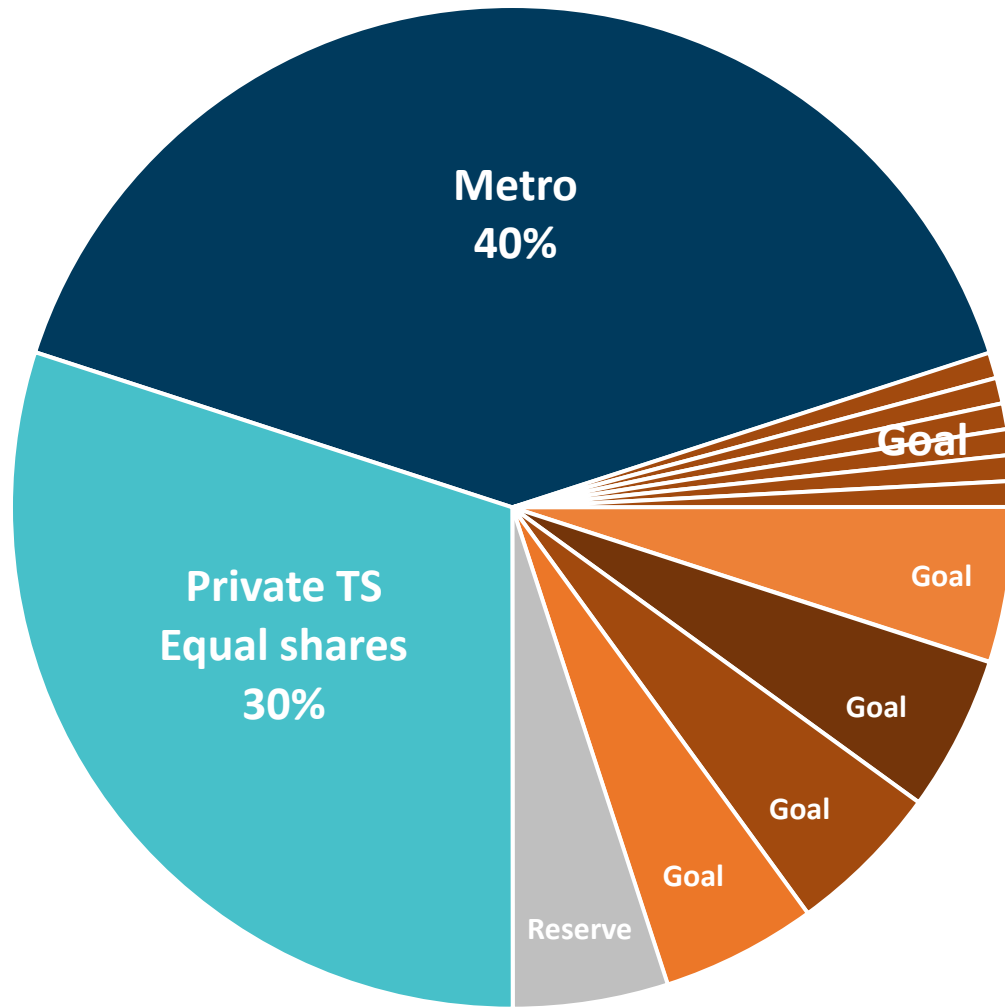
Proposed Criteria

Goal 14: Affordable and Consistent Rates

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

- **Total charge per ton (inclusive of fees) must not exceed Metro's Solid Waste fee for covered loads**

Allocations



Goals-based 25%

Each criterion = 5%

**Each TS can receive
0.83% per criterion**

Reserve = 5%

Feedback received: Industry & Local governments

CRITERIA

- Wages & Benefits: Use total compensation instead. Temporary agencies may increase the cost burden of achieving this criterion.
- Diversity: Language should specify agency expertise (*now amended*).
- Environment: On-site equipment is a major expense, requires more time.
- Communities: One transfer station receives only wet waste and cannot meet the criterion (*now amended*).
- Rates: Economic/financial review needed of the feasibility for private transfer stations to meet Metro's rates. Knowledge of allocation amount is needed to set rates.

Feedback received: Industry & Local governments

GOALS-BASED APPROACH & ENGAGEMENT

- Goals-based approach adds costs and is less efficient.
- May result in more GHG and higher costs to rate payers.
- Not enough time to engage in process or take action to meet criteria.
- Include more local governments.

Feedback received: Regional Waste Advisory Committee

Questions posed

- What are your thoughts on the proposed tonnage allocations criteria to support progress toward the Regional Waste Plan goals in 2021? How does this proposal advance racial equity? How does it hinder racial equity?

Feedback

- Consider other RWP goals and actions such as reducing waste, resiliency, equity in community enhancement grants program
- Consider feasibility of criteria for small vs large transfer stations
- Are Metro rates appropriate as a goal for TS that provider fewer services?
- Can Metro offer support in meeting criteria?
- Costs will increase. What are the costs? Will the benefits be equitable?

Next steps for goals-based approach

- Mid-to-late October: Adoption of a methodology by COO
- Late October-November: Review applications, finalize allocation percentages
- Early November: Publish forecast, announce allocations

Policy questions

- Does Council agree with the proposed goals-based criteria for allocating wet waste tonnage to private transfer stations in 2021?
- Does Council support doing additional analytical work and stakeholder engagement in 2021 to refine the criteria for 2022 and beyond?

Thank you

oregonmetro.gov

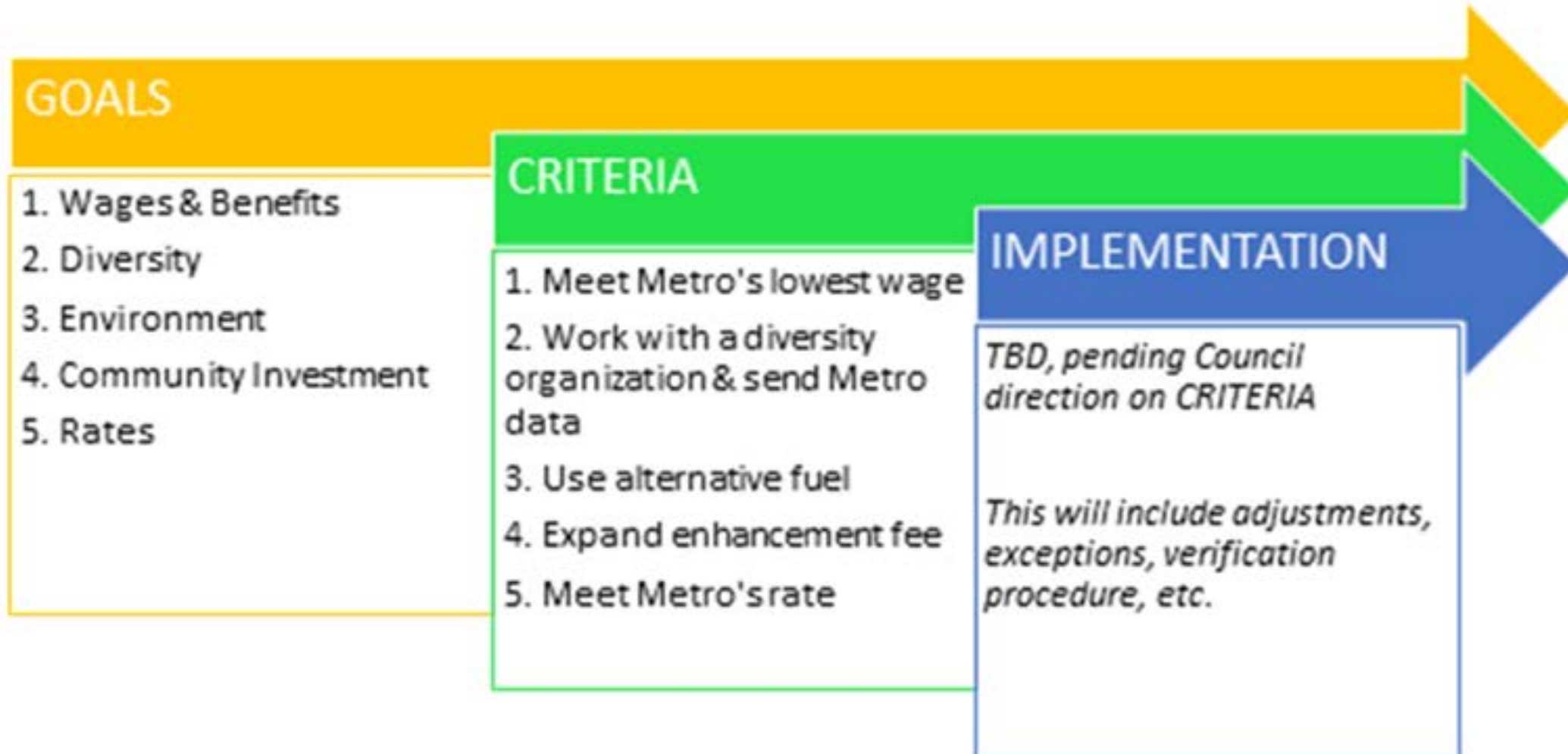


Additional materials

oregonmetro.gov



Approach



Guiding principles

- Criteria that are measurable and will ensure progress toward regional waste plan goals with equitable outcomes.
- Incentive and feasibility for each transfer station to meet these criteria (to produce desired change).
- Final allocations that are aligned with the geographic distribution of waste generation and facilities in the regional public-private hybrid system.

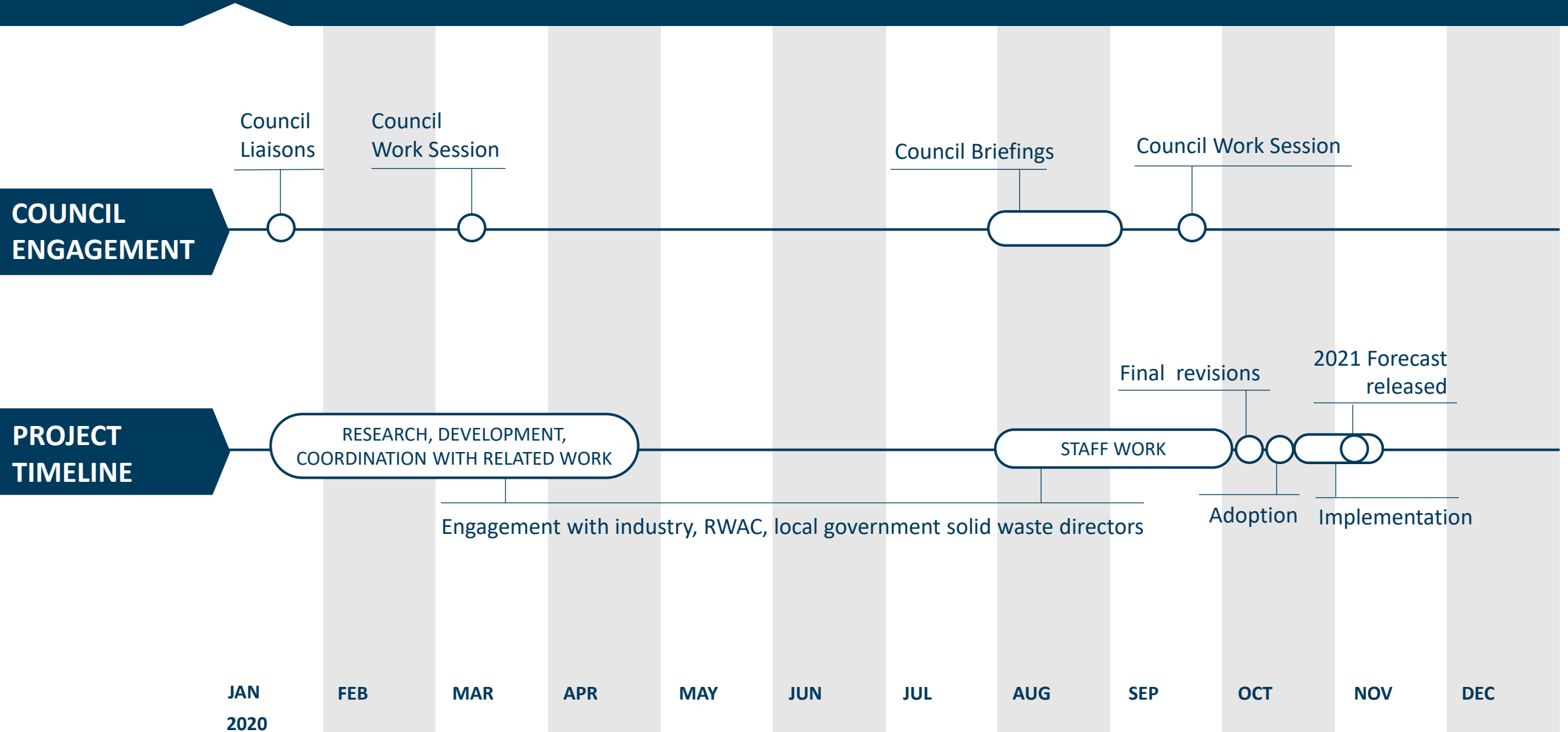
Other considerations for 2021 methodology

- Facility operators must submit application with evidence for each criterion
- Amount of tonnage to be awarded per criterion: 5%
- If a transfer station does not meet the criterion, the tonnage is not allocated
- Tonnage to hold in reserve: 5%
- Mid-year tonnage trends may trigger allocation increases or decreases

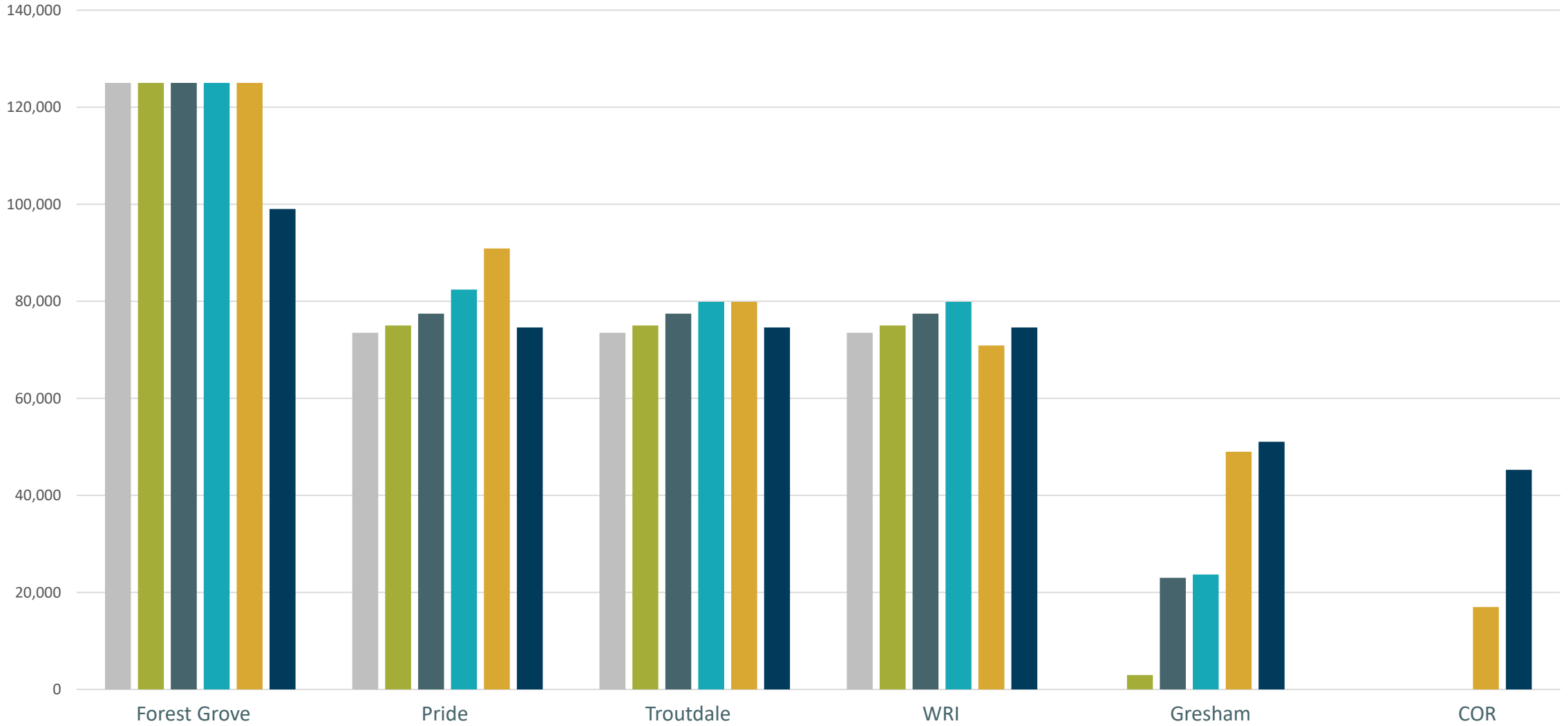
Major developments in allocation work

- 2016: Council directed staff to design a system for allocating wet waste to private transfer stations (Resolution 16-4716)
 - Predictable and transparent
- 2018: Staff drafted proposal based on minimizing truck travel to transfer stations
- 2019: Regional Waste Plan adopted by Council
- 2020: Council directed staff to explore 7 goals as potential criteria for allocations

Timeline: 2021 temporary administrative rule



Regional West Waste Tonnage Allocations by Year



Notes: Gresham allocation started in 2016
COR allocation started in 2019

■ 2015 ■ 2016 ■ 2017 ■ 2018 ■ 2019 ■ 2020

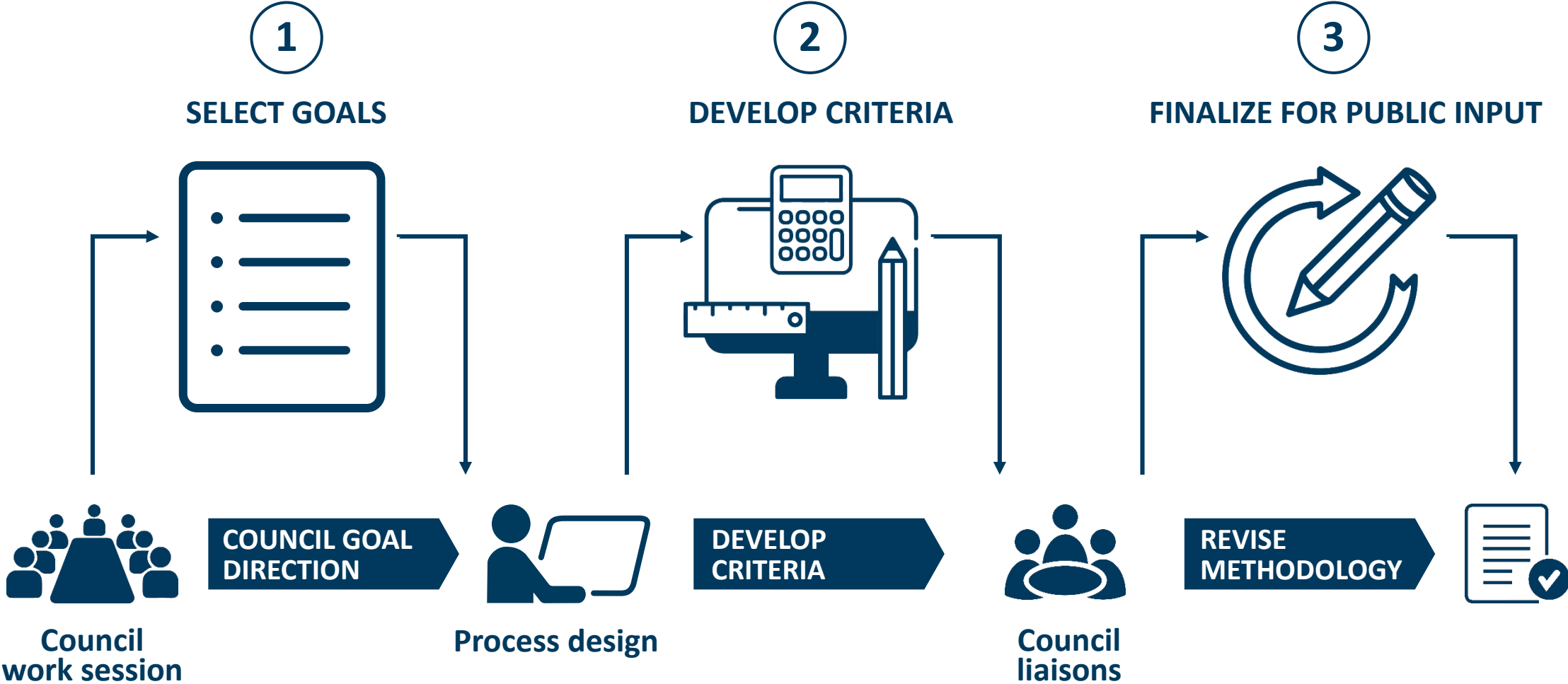
2020 Allocations

• City of Roses	45,264
• Forest Grove Transfer Station	99,020
• Gresham Transfer Station	51,048
• Pride Recycling	74,606
• Troutdale Transfer Station	74,606
• WRI Transfer Station	74,606

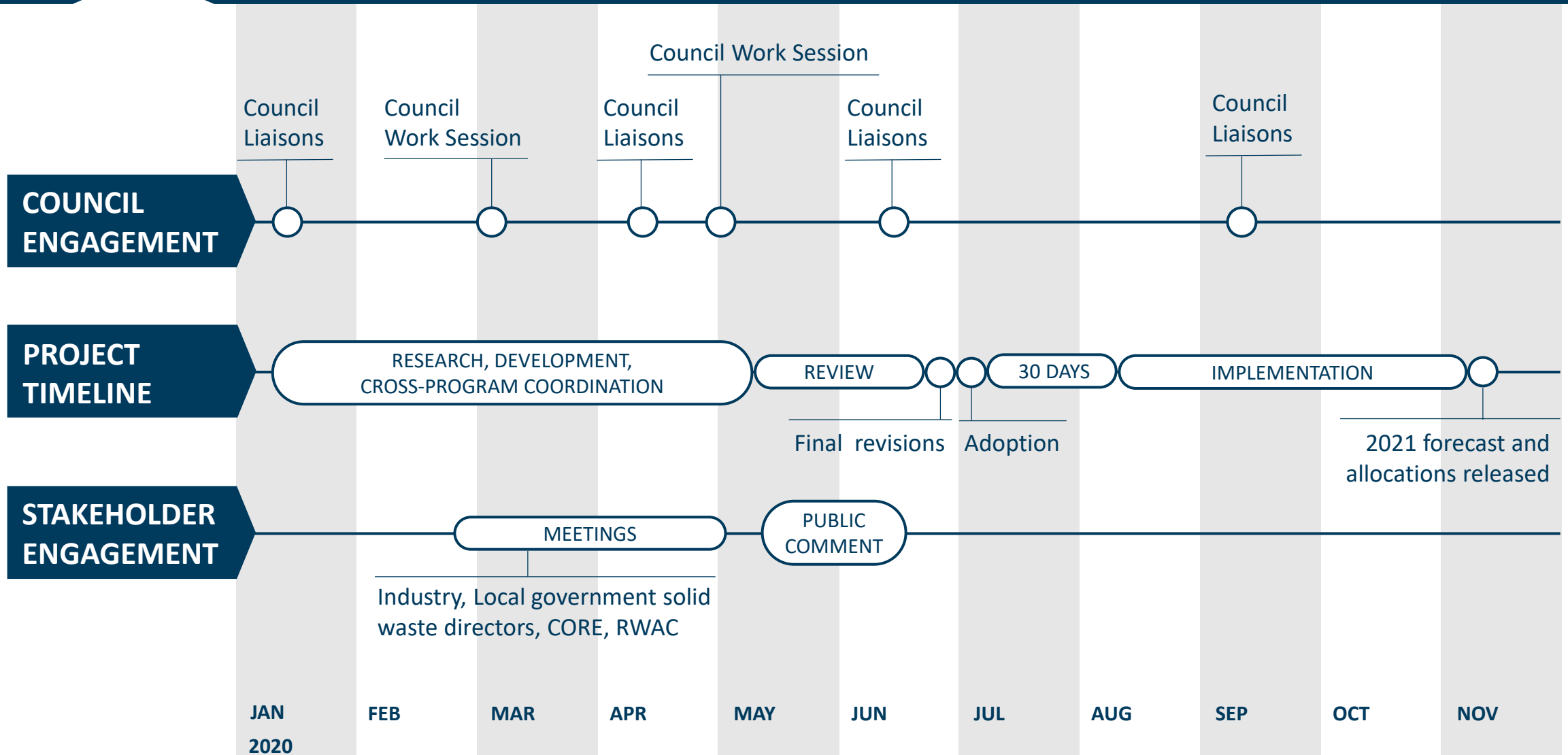
Why do we allocate wet waste?

- Garbage is a limited public resource, managed by Metro to serve the public good, so we want to be strategic with benefits
- Historically: construction bond repayment for transfer station construction, contract compliance
- 2016 transfer system configuration task force: Metro should receive no less than 40% of the region's wet waste
- Metro Council adopted 40% into Code
- To ensure that Metro receives that 40%, Metro allocates up to 60% of the region's forecasted waste to private facilities.

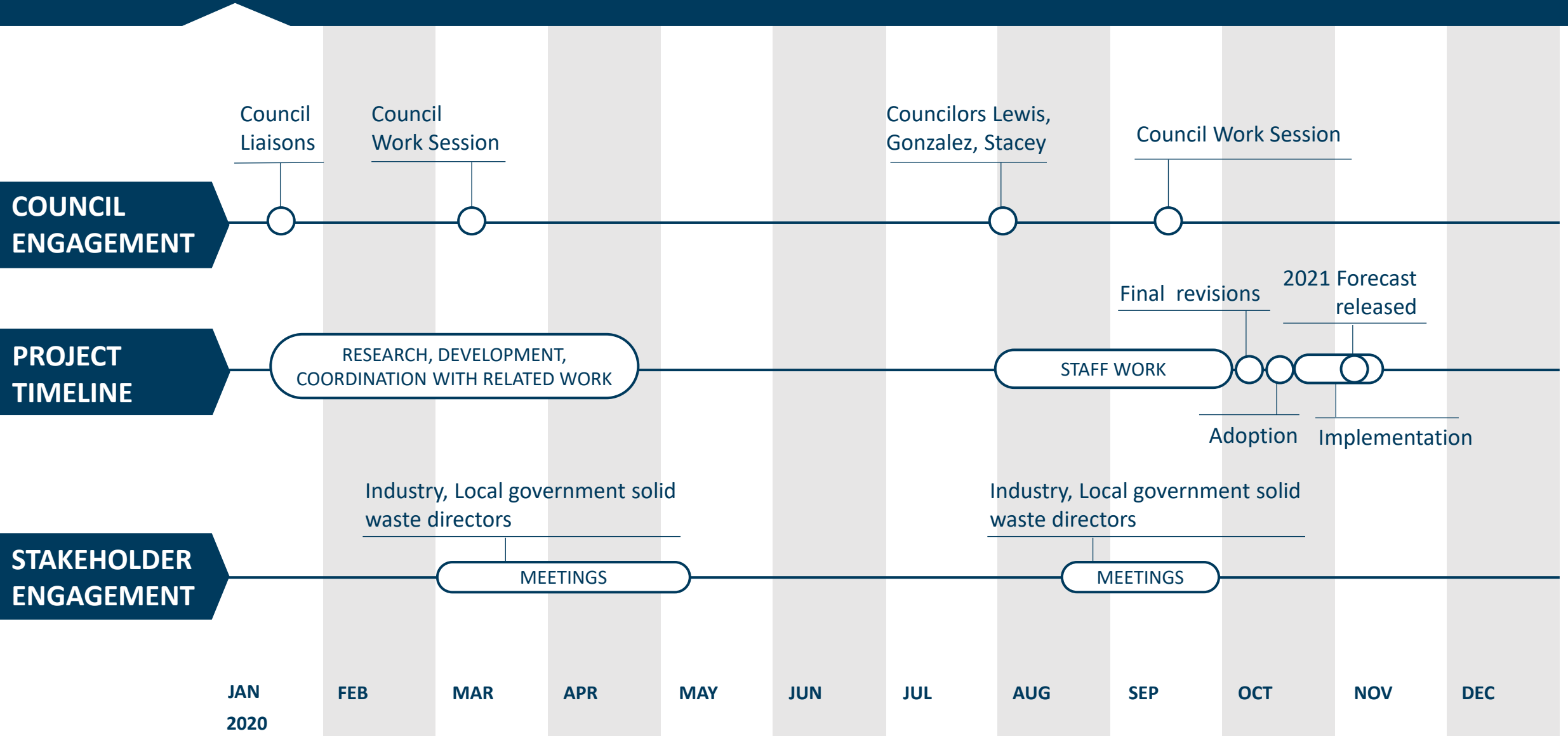
Developing the goals-based approach



Original timeline



Timeline: Temporary administrative rule





September 22, 2020

To: Metro Councilors

Re: 9/24/20 council work session, wet waste tonnage allocation methodology

The year 2020 has been filled with uncertainties including, most notably, COVID-19. We were supportive of Metro's decision in Spring 2020 to suspend the implementation of the new wet waste allocation methodology due to these uncertainties and not implement this new methodology in 2021. This would have allowed further time to discuss the methodology with Metro and all private transfer stations, clarify the methodology as needed, and ultimately implement the business practices needed to achieve the goals in the new methodology.

The more recent decision to move forward with the new methodology in 2021 rather than delay one year, has created an unrealistic timeline to do this work. Based on our understanding, we would need to apply for tonnage based on these goals in October and would be notified of allocations sometime in November. Given that it is already September 22nd and we have many additional questions, that leaves very little time to complete this work.

We appreciate the opportunity to participate in meetings with Metro staff on 9/3 and 9/9 to hear about the new goals. During these meetings, many questions were asked by Pride Recycling and other private transfer station owners and few questions could be answered during those meetings. I have outlined some of the questions and concerns that we still have related to the presentation earlier this month and the current proposed methodology:

Living wages and good benefits. In the meeting on 9/9 we were told that the base line standard will be \$17.50, based on entry level wages for Metro staff. We have several questions about this:

- It is still unclear if \$17.50 is the wage the employees receive, or the hourly cost for what Metro pays to their contractors (through a temp agency or other similar form).
- There is no consideration in this metric for benefits provided for employees such as health insurance premiums, 401ks or other retirement plans, or incentive bonuses.
- We feel this goal needs further research and clarification before this benchmark can be used.

Affordable and consistent rates. This goal states that private transfer station tip fees must not exceed Metro's tip fees. While we agree the rates in the region should be affordable and not egregious, we do not feel Metro's tip fee is the proper benchmark for several reasons, as illustrated below:

- Metro caps how much wet waste private facilities can take in, which limits how many tons we can spread our fixed costs over. In contrast, Metro has no cap on incoming tons and in fact has a minimum number of tons they must receive, and therefore have many more tons to spread their fixed costs across.
- Private facilities incur many costs that Metro, as a government agency, does not bear including, but not limited to:
 - Corporate Activity Tax (CAT)
 - Property taxes
 - Highway fuel taxes
- As a private facility, we need to make a fair rate of return in order to operate and reinvest in our business. This is especially necessary with no certainty about how many tons will flow through our facility and no minimum ton benchmark as Metro has.

Increase diversity in workforce. This goal states that we will need to establish a contract or partnership with an agency that supports workforce diversity. We would again like to emphasize that the timeline to achieve this goal is unrealistic. We are unaware of which organizations may do this work and will need time to research these organizations, meet with them, and engage with an organization as described. Yet we are supposed to apply for tonnage related to this goal in October.

This goal also states that we must provide workforce data to Metro. We need to better understand the process for this. We want to make sure any workforce data shared with Metro is kept confidential.

Invest in communities. This goal states that additional tonnage can be allocated if we choose to collect the Community Enhancement Fee for other materials that come to our facility, besides wet waste. This may create an unlevel playing field within the private transfer stations as some facilities may only take wet waste and not take other materials. Will a facility that only receives wet waste receive tonnage allocation for this goal, even though they are not collecting additional Enhancement Fees for their community? Community Enhancement Fees are generally treated as a pass-through fee, which adds \$1/ton to each commodity it is assessed on. This goal seems to contrast with the “Affordable Rates” goal as it will increase rates for all commodities if implemented.

The other 2 goals mentioned in the presentation on 9/9 that were not discussed in as much detail are System Stability and Logistics. We have additional comments related to those areas:

System stability: Pride Recycling has made significant investments at our facility over the years to provide a necessary and essential service to the communities that use our facility. While Metro staff feels that there has not been consistency in how wet waste is allocated across the region, this new methodology has the potential to significantly reduce incoming tons at private facilities.

Logistics. Washington County is growing quite rapidly, specifically in areas of South Hillsboro and Bull Mountain. While Metro has seen a decrease in tons at the two public facilities in 2020, Pride Disposal Company has seen an increase in tonnage collected during the first nine months of 2020 compared to the first nine months of 2019. There is an increase in tonnage related to growth on this side of the Metro region and if facilities on this side of the region see a reduction in tons allocated, Washington County and its cities will see an increase in rates due to increased

travel for disposal, which will also result in increased driver hours, additional drivers, additional vehicles, and increased fuel costs.

Given our concerns that have been outlined in this letter, we are respectfully requesting that the new goal-based methodology not be implemented until 2022, which would give Metro and private transfer station owners a more appropriate timeline to address concerns, questions, and implementation issues. This would mean extending the “status quo” methodology that was put in place in 2020 through the end of 2021.

Thank you,

Kristin Leichner
Vice President
Pride Recycling Co.
503-625-0725
kristinL@priderecycling.com

CC: Metro COO
Molly Vogt
Roy Brower

September 22, 2020

TO: Metro Councilors

RE: Metro's September 24, 2020 Council Work Session; Change to Metro's Wet Tonnage Allocation

I am writing in regard to Metro's new 2021 wet waste tonnage allocation proposal. Our members include the region's following private transfer station facilities Canby Transfer & Recycling, Inc.; Gresham Sanitary Service; Pride Recycling; Waste Management Forest Grove; Waste Management Troutdale; and Willamette Resources Inc. (WRI). These transfer station owners have significant process concerns and there remain many unanswered questions that point toward an uncertain and unreliable outcome if Metro chooses to employ this allocation method at this time.

Process

Two Transfer Station Owner Meetings – In the last two weeks, Metro staff held two duplicative meetings with transfer station owners introducing their new goals/criteria required for private transfer stations to achieve added allocation. As required by the Metro Council, 40% goes to Metro transfer stations. After that, 30% is distributed among private transfer stations, 25% will be distributed to private transfer stations based on their ability to achieve these new goals/criteria, and 5% will be held in reserve. The transfer station operators learned about these new goals/criteria then provided comments and questions to staff.

One Regional Waste Advisory Committee (RWAC) Meeting – On September 17, 2020, Metro staff presented the wet tonnage goals/criteria to RWAC. Staff requested RWAC's input on how the goals/criteria would advance or hinder racial equity. Committee members identified some areas of potential advancement and presented several questions.

Limited Opportunity for Public Comment and Transparency – The public did not have an opportunity to comment during the RWAC meeting. One member of the public added a question in the Zoom "chat" and staff said the "chat" is for RWAC members only. When a RWAC member asked when the public would have an opportunity to comment on the new tonnage goals/criteria, staff responded that the public had not provided input on allocation in the past and then announced there would be a Metro Council Work Session on September 24.

In addition, Metro staff stated they received Metro Council direction in August 2020. Metro Council did not convene during August 2020. Metro staff has explained that Council provided this direction during individual meetings with Metro Councilors in August. Please confirm how this complies with public meetings requirements.

Compressed Timeline – Metro staff acknowledges they are moving forward under a compressed timeline; as noted this is consistent with direction staff received from Council in August 2020.

- September 24, 2020 – Metro Council work session for Council direction
- October ? – Metro staff indicated there will be another stakeholder feedback session

- Mid to late October 2020 – Metro’s Chief Operating Officer will adopt the new goals/criteria allocation method.
- Late October 2020 – Metro will open private facility application process for added 25% goals/criteria allocation
- November/December – Private transfer stations’ time to comply with goals/criteria, Metro staff evaluation of compliance etc.
- January 2021 – Implementation

Outstanding questions

The private transfer stations and RWAC members raised several significant questions related to the goals/criteria that Metro staff presented. One overriding question is whether Metro transfer stations would need to comply with these goals/criteria as well, as discussed more fully below.

1. Living wages and good benefits – Wages must not be less than Metro’s in-house entry level \$17.50 hourly wage.
Q: Why is Metro the benchmark? What about using composite compensation with bonus pay, other benefits, etc.? Will Metro’s assessment of median wages, by position type including benefits for Metro employees and contracted workforce, be available before application time? Does this include contracted employees (for Metro and private providers)? Is there accommodation for temporary employees?
2. Affordable and consistent rates – Metro expects rates may increase, potentially in January 2021. Total charge per ton (inclusive of fees) must not exceed Metro’s solid waste fee for covered loads which is \$98.35 at Metro Central.
Q: Will this be adjusted for private transfer costs such as the Corporate Activity Tax, property taxes, fuel tax on transport fuel, return on investment, etc.? Many of these taxes, fees, and costs are not applicable to Metro facilities; therefore, it is unfair to benchmark private transfer stations against Metro’s rate.
3. Work force diversity – Each private facility will be required to establish a contract or partnership with an agency that supports work force diversity and provide work force data to Metro.
Q: Private facilities need clarity on what contractors may meet this criterion. Portland’s study found the makeup of the workforces of many haulers already reflect that of the community. Would such private providers still need to hire a contractor to satisfy this criterion? Also the City of Portland concluded that the City or its consultant’s collecting wage information raised significant personnel confidentiality and public disclosure issues. How will Metro avoid these same legal issues?
4. Minimize environmental impact – Rolling stock used within transfer stations must use low particulate and low greenhouse gas emission fuel.
Q: Will Metro consider grandfather existing rolling stock? Has Metro considered the greenhouse gas impacts of requiring the replacement of existing rolling stock with the impacts

from manufacturing and deploying new rolling stock? Will this requirement adversely impact smaller transfer station companies?

5. Community enhancement – All private facilities are to collect a \$1.00 enhancement fee for other materials apart from wet waste.

Q: How would a transfer station that only collects wet waste participate in this criteria?

As Metro has illustrated with their 40% allocation requirement for Metro transfer stations, tonnage stability is extremely important for continued transfer station operations. Transfer stations need long term business plans with predictability and stability of tonnage limits on their facilities. Addition of these goals/criteria for 25% of the allocation brings more volatility and uncertainty for private transfer stations and compounds issues such as the ability to pay entry level workers living wages.

If a “Metro West” transfer station is opened, will this significantly change this allocation process and continue to drive down tonnage allocations to private facilities? Does Metro consider the economic viability of private transfer stations critical? As tonnage allocations decrease, tipping fees necessarily increase. Has Metro considered the overall fee impact of tonnage allocation decisions in light of a “Metro West” transfer station?

Member transfer station owners question the implementation of these goals/criteria without an attempt to quantify estimated costs versus benefits. Metro staff has repeatedly acknowledged that all of this comes with costs, yet added costs are necessary to reach the goals in the Regional Waste Plan. These costs will be passed onto consumers and will likely adversely impact underrepresented communities.

In conclusion, member transfer station owners oppose these goals/criteria going forward in this compressed time frame without input from the public. We request that Metro return to its position held prior to the individual meetings with Council in August 2020 and defer adding goals/criteria to the wet tonnage allocation for one more year. This would provide appropriate time for a transparent open public process and allow Metro to achieve its goals.

Please do not hesitate to contact me at 971-707-1683 or bethvd@orra.net with any questions.

Thank you,

Beth Vargas Duncan

C: Marissa Madrigal, Metro
Roy Brower, Metro
Molly Vogt, Metro