



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, October 29, 2020

2:00 PM

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

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

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

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

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on October 29 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. Presentations

3.1 Auditor's Office Annual Report [20-5477](#)

Presenter(s): Brian Evans, Metro

Attachments: [Auditor-Office-Annual-report-October-2020](#)

4. Consent Agenda

4.1 Consideration of the Council Meeting Minutes for October 15, 2020 [20-5476](#)

Attachments: [101520](#)

- 4.2 Resolution No. 20-5130, For the Purpose of Amending or Adding New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) which Involves Five Projects Impacting ODOT and TriMet (OC21-03-OCT) [RES 20-5130](#)

Attachments: [Resolution No. 20-5130](#)
[Exhibit A to Resolution 20-5130](#)
[Staff Report](#)

- 4.3 Resolution No. 20-5134, For the Purpose of Appointing Committee Members to the Committee on Racial Equity [RES 20-5134](#)

Attachments: [Resolution No. 20-5134](#)
[Exhibit A to Resolution No. 20-5134](#)
[Staff Report](#)
[Exhibit A to Staff Report](#)

5. Resolutions

- 5.1 Resolution No. 20-5135, For the Purpose of Proclaiming November 2020 as Native American Heritage Month in the Greater Portland Area. [RES 20-5135](#)

Presenter(s): Katie McDonald, Metro
Attachments: [Resolution No. 20-5135](#)
[Staff Report](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro’s civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1700 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet’s website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1700 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights. або Якщо вам потрібен перекладач на зборах, для задоволення вашого запиту зателефонуйте за номером 503-797-1700 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1700（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

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

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください。公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1700（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

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

إشعار بعدم التمييز من Metro

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

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1700 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1700 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1700 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1700 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1700 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnuv ua hauj lwm ua ntej ntawm lub rooj sib tham.

Television schedule for Metro Council meetings

<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

Presentation on the Auditor's Office Annual Report

Presentations

Metro Council Meeting
Thursday, October 29, 2020



Metro

Office of the Auditor
Annual Report

FY 2019-2020

Brian Evans
Metro Auditor
October 2020

Message from the Metro Auditor

Residents of the Metro region:

As the region responds to the global pandemic caused by Covid-19 and social movements demanding racial justice, the importance of transparent and accountable government has never been clearer. Performance audits provide objective and reliable information to inform the public and assist decision-makers. The Auditor's Office has been working from home since mid-March, and while the work environment has changed our commitment to providing timely and relevant information remains strong.

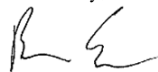
This report provides five-year trends for each of the performance measures I use to assess the efficiency and effectiveness of the Auditor's Office. Continuous improvement is a common theme in the recommendations we make in audit reports. The annual report is a chance to apply the same approach to our own efforts. I use the information to manage resources and make adjustments when needed. I hope you find it informative.

The audits we completed this year covered a variety of topics including ethics, employment agreements, criminal background checks, Metro's Research Center, and the agency's financial condition. The recommendations made in these audits identified opportunities to improve management practices to increase efficiency and effectiveness.


Although many of the in-person training events were canceled or postponed this year, our office continued to contribute to the audit profession in a number of ways. Most of that work was done through the Association of Local Government Auditors and Pacific Northwest Intergovernmental Audit Forum. We helped plan training webinars, wrote an article about auditing information technology, and served on various committees to support and improve local government auditing.


I was impressed by how employees in my office adjusted to working from home on short notice. Their dedication to getting the job done while enduring so many uncertainties is truly inspiring. Although we are not in the office, we continue to work from home to improve transparency and accountability for the public.

Sincerely,



Brian Evans
Metro Auditor

 503-797-1892

 auditor@oregonmetro.gov
www.oregonmetro.gov/regionalleadership/metro-auditor

 @MetroAuditor

Accountability Hotline: 888-299-5460 or www.metroaccountability.org

About the Auditor's Office

The office is led by the Metro Auditor; an elected position serving the entire Metro region. Performance audits are the primary work conducted by the office and follow Generally Accepted Government Auditing Standards. Performance audits provide independent and objective analysis to help management and the Metro Council be accountable to the public, improve program performance, reduce costs, and assist decision-making. The office also oversees the contract for the annual financial audit of Metro's financial statements, and administers the Accountability Hotline where employees or the public can report concerns about Metro's programs and services.

Brian Evans is the third elected auditor since the position was created by the Metro Charter in 1995. Prior to being elected, Brian worked in the Auditor's Office since 2008. The Office includes the elected auditor, management auditors, and an administrative assistant:

- Brian Evans, CGAP, CIA, *Metro Auditor*
- Tracy Evans, *Auditor's Administrative Assistant*
- Angela Owens, CFE, *Principal Management Auditor*
- Nicole Pexton, *Senior Management Auditor*
- Simone Rede, CGAP, *Principal Management Auditor*
- Elliot Shuford, *Senior Management Auditor*

To meet audit standards, auditors are required to complete 80 hours of continuing professional education every two years. Auditors attend, and also lead training on performance auditing to meet audit standards. They also participate in an annual retreat to plan our work, and enhance communication our and teamwork.

Mission and Values

Our mission is to:

- Ensure that Metro is accountable to the public;
- Ensure that Metro's activities are transparent; and
- Improve the efficiency and effectiveness of Metro programs and services.

It is our vision to be relevant and efficient, choosing the right areas to audit, and completing audits quickly so Metro can continually improve its services and be accountable to the public. Audit findings and recommendations are presented publicly before the Council and are intended to assist the Council and Chief Operating Officer in making improvements that will better serve the public. Reports are published on the Metro Auditor's web page.

Our values are:

- Professionalism
- Ethical behavior
- Credibility
- Wise and equitable use of resources
- Openmindedness
- Respecting others
- Supporting findings with fact
- Balanced perspectives
- Teamwork

Performance measures

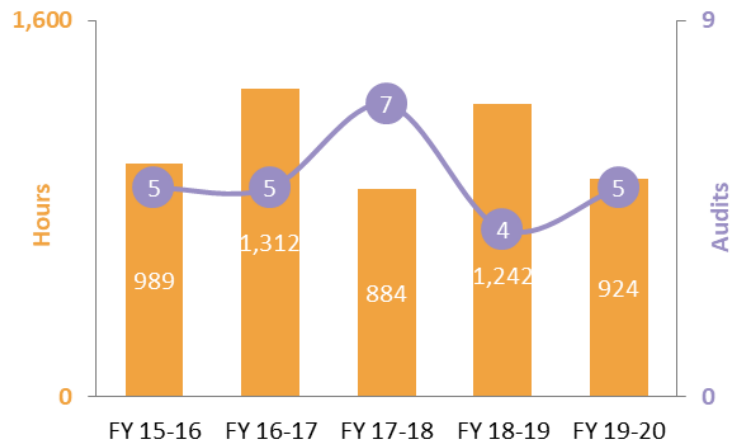
The performance of the Auditor's Office is measured by reviewing results in the following areas:

- Average hours to complete an audit and number of audits completed
- Number of audits completed per full time equivalent (FTE) employee
- Audit hours per department
- Auditee feedback
- Recommendation implementation rate

Average audit hours and number of audits

Average audit hours and the number of audits completed measure the office’s efficiency. In FY 2019-20, five audits were completed. The hours required to complete each audit ranged from 200 to 2,080. The average was 924 hours.

Audits vary in length, depending on their scope and complexity. The average in FY 2019-20 was lower than last year because some audits had narrow scopes of work. This led to more audits being completed, with fewer hours devoted to each.



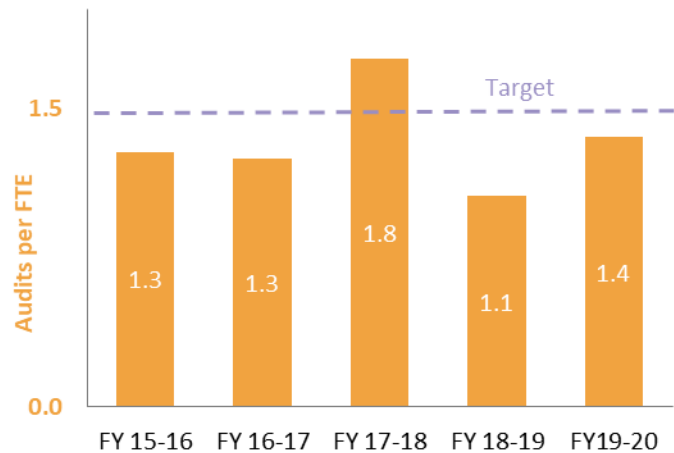
The five audit reports published in FY 2019-20 included three audits and two limited scope audits (Employment Agreements and Criminal Background Checks). A total of 30 recommendations were made. The audit reports released were:

- Code of Ethics (December 2019)
- Employment Agreements (January 2020)
- Criminal Background Checks (February 2020)
- Research Center (March 2020)
- Financial Condition of Metro: FY 2009-10 to FY 2018-19 (June 2020)

Audits per FTE

Another way to measure efficiency is by looking at the number of audits completed per full-time equivalent (FTE) employee. In FY 2019-20, 1.4 audits per FTE were completed which was more than the previous year. Available staff hours and the scope of the audit determine the number of audits that can be completed each year. The length is affected by the complexity of the subject and size of the program. Generally, the office tries to complete one and a half audits per FTE each year.

We did not meet our performance target last year but improved compared to the previous year. Smaller scoped audits and refinements of some procedures helped increase our efficiency.

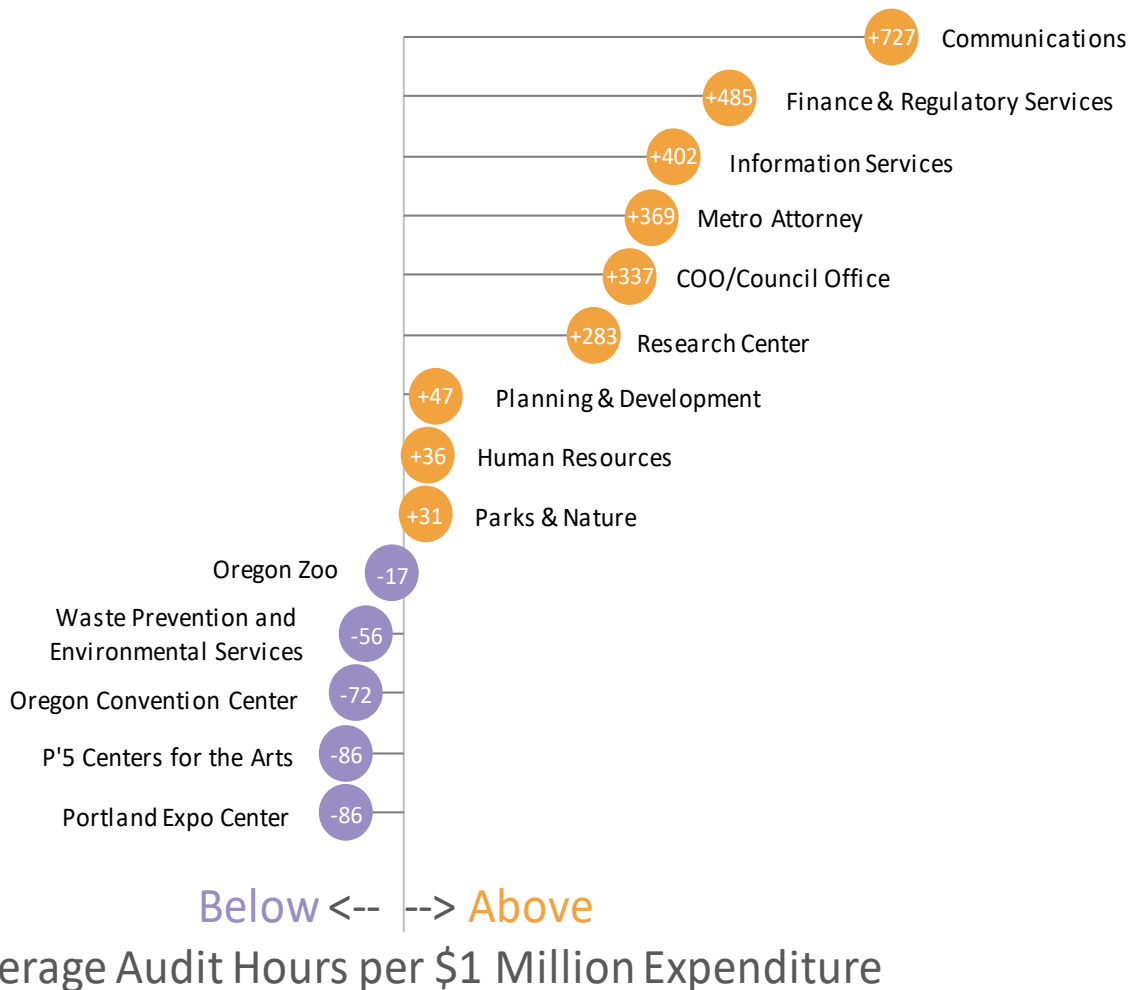


Audit hours per \$1 million expenditure, FY 2015-16 to FY 2019-20

This measure is used to evaluate effectiveness by showing how audit hours were distributed among Metro departments. It is calculated by dividing the total audit hours spent in each department by the department's size, as measured by annual expenditures. In the last five years, about 86 audit hours were used for each \$1 million spent annually by Metro departments. If our office was able to provide equal coverage, each department would be stacked along the average line. In reality, more time is spent in some departments than others for a variety of reasons, including audit timing and greater risks in some programs and services.

Over the last five years, audit hours have been unevenly distributed between departments. More time was spent in Communications, Finance and Regulatory Services, Information Services, Metro Attorney, COO/Council Office, Planning and Development, and Research Center relative to their level of expenditure. Conversely, other parts of the organization such as Oregon Zoo, P'5 Centers for the Arts, and Portland Expo Center had relatively few audit hours devoted to them in the last five years. While some unevenness is expected, this type of analysis is considered when audits are placed on the schedule. This year some audits were scheduled, in part, to rebalance audit coverage.

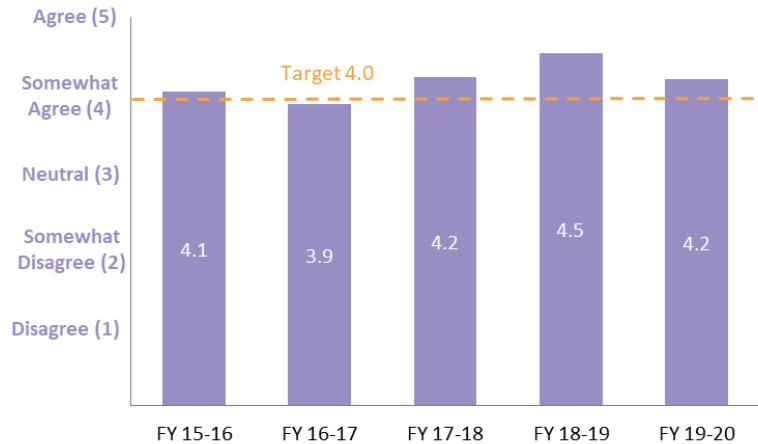
Some departments had **fewer audit hours** than expected and some had **more audit hours** than expected



Auditee feedback

Surveys are a way to get input on the quality of our work. After an audit is published, we ask those involved to provide feedback through an anonymous survey. Survey questions are designed to get information about the audit process, staff, report, and overall satisfaction.

In FY 2019-20, the average level of agreement about the value of our work was 4.2 out of 5. This exceeded the performance target. The response rate for all post-audit surveys was 48%. That was lower than recent years and may be partially caused by a delay in requesting feedback about the audits that were published as the Covid-19 pandemic became evident. We will continue to monitor the response rate to identify ways to ensure we receive feedback.

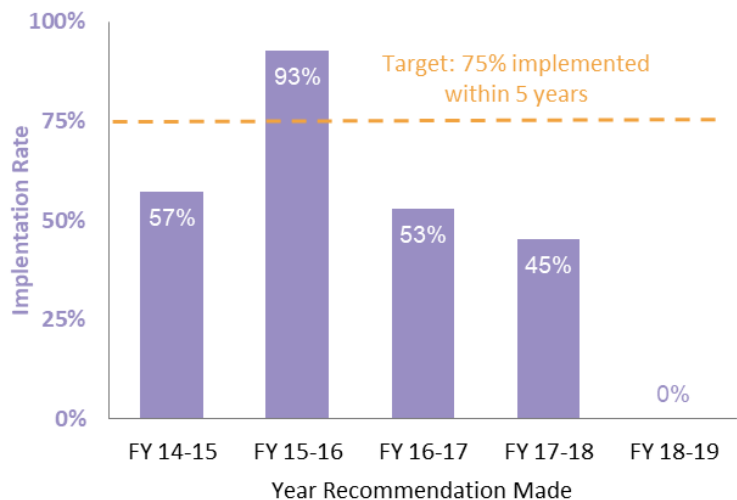


Recommendation implementation rate

The percentage of recommendations that are implemented shows how much impact audits have on the organization. Each January, the office asks directors to report on the status of recommendations made in the last five years. That information, combined with our conclusions from follow-up audits, is used to track the percent of recommendations implemented after the audit was released.

The performance target is at least 75% of the recommendations will be implemented within five years. According to the most recent information, 57% of our recommendations were implemented for the audits released in FY 2014-15.

Management reported that all of the recommendations related to audits of the recycling hotline, disciplinary process, contract management, and budget process were implemented. Recommendations related to small asset management and budget performance measures were reported to be in process.



Audit schedule

The following audits are in process or scheduled to be started in FY 2020-21. Audit topics are selected based on input from Metro Council, department management, audit staff, and the public. In addition, we conduct a risk assessment to identify high priority topics.

Audit Title	Start Date	Expected Completion Date
Affordable Housing Bond Preparedness	January 2020	November 2020
Solid Waste Service Equity	February 2020	November 2020
Supportive Housing Measure	July 2020	TBD
Diversity, Equity, and Inclusion Program	TBD	TBD
Zoo Organizational Culture Follow-up	TBD	TBD
Emergency Management Follow-up	TBD	TBD

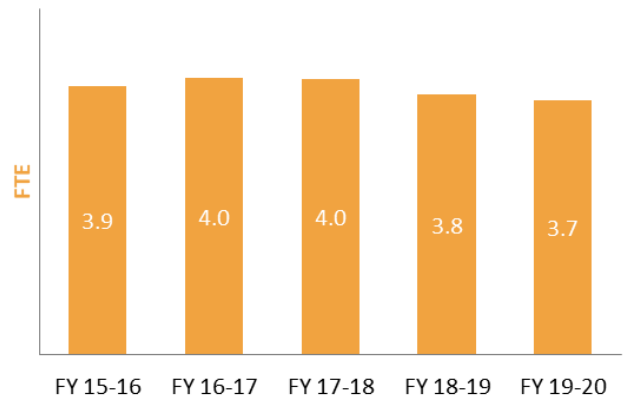
Expenditures

Expenditures increased by less than 1% over last year. This was the result of a 1% increase in personnel costs combined with an 11% decrease in spending on materials and services (M&S). Spending in both categories was reduced in April to respond to the financial impacts of Covid-19.



Staffing available

This graph represents actual staff hours available. In FY 2019-20, there were 7,680 audit hours available, the equivalent of 3.7 FTE. This was lower than the previous year due to a vacancy in one of the auditor positions during part of the year.

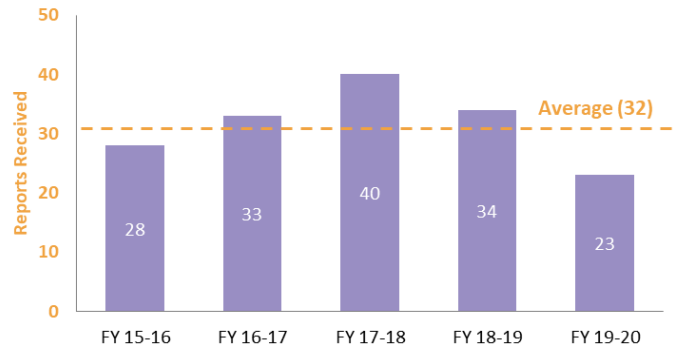


Accountability Hotline summary

The Accountability Hotline gives employees and the public a way to report waste, inefficiency, or abuse of resources. The Metro Auditor administers the Accountability Hotline. All reports are reviewed first by the Metro Auditor to determine the accuracy and significance of the information reported. After the initial review, the Metro Auditor consults with upper management, the Metro Attorney, or the Human Resources Director to determine the appropriate investigation method and priority. Cases may be handled by Human Resources personnel if disciplinary action could result. In some cases, upper management will assign an investigation to a department director if the report involves a service or program in their department. The Auditor reserves the right to conduct an audit on any report received.

Reports received

The number of Accountability Hotline reports received decreased by about 32% this year. In FY 2019-20, a total of 23 reports were received. That was lower than the average number of reports (32) that have been received over the last five years.



There was wide variation in the reports in terms of specificity and issues identified. As a result, they cannot be categorized or

summarized easily. Reports related to the Oregon Convention Center, Oregon Zoo, and P5 Centers for the Arts accounted for 74% of the reports received. Agency-wide reports and reports regarding activities at the Metro Regional Center were the next highest (13%).

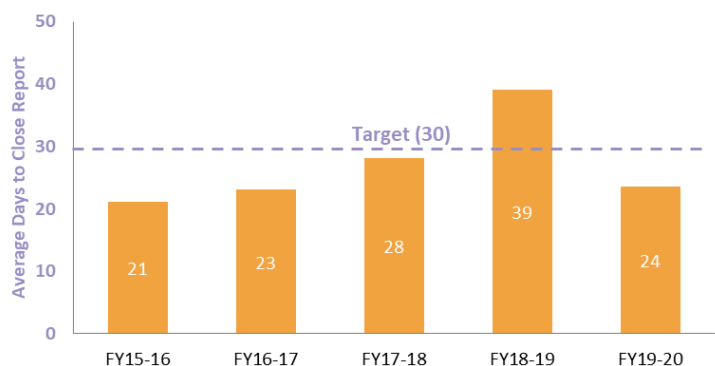
Fifteen reports were successfully investigated. Eight reports were not investigated because they did not provide enough information to investigate, the incident was outside Metro's jurisdiction, or the reporter withdrew their concern.

Of the 15 reports that were successfully investigated, four were substantiated and 11 were unfounded or inaccurate. The most frequent action taken in response to a report was to provide context or additional information about what occurred to the person who reported the concern.

Corrective actions were made in response to three reports. The number of corrective actions was smaller than the number of substantiated reports. During some investigations, the concern reported was confirmed, but the cause incorrectly attributed. In other cases, the information reported was inaccurate. However, the investigation revealed something that needed to be addressed.

Average days to close a case

According to best practices, cases should be resolved in 30 days or less to be responsive to the person reporting. The performance target was achieved in four of the last five years. Longer close times in FY 18-19 were caused by several factors. There were several complicated cases that required specialized expertise to evaluate the significance of the information reported. In addition, a new process to review reports added time. After the adjustment, the new process improved efficiency in FY 19-20.



Agenda Item No. 4.1

Consideration of the Council Meeting Minutes for October 15, 2020

Consent Agenda

Metro Council Meeting
Thursday, October 29, 2020

Metro

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



Metro

Minutes

Thursday, October 15, 2020

2:00 PM

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

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

Eric Fruits, City of Portland: Mr. Fruits expressed his concern with the income taxes proposed in Ordinance 20-1449. He urged Council to vote no on this policy because he felt there was a lack of public input in the ordinance and should be re-discussed.

3. Consent Agenda

Approval of Consent Agenda

Motion was made by Councilor Dirksen, 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 Consideration of the Council Meeting Minutes for October 01, 2020

4. Resolutions

4.1 Resolution No. 20-5132, For the Purpose of Proclaiming September 15 Through October 15 Latinx Heritage Month

Presenter(s): Melissa Palavecino, Metro
Mariana Valenzuela, City of Forest Grove

President Peterson introduced Councilor Mariana Valenzuela from the Forest Grove City Council and Melissa Palavecino from Metro’s Diversity, Equity and Inclusion department to present RES No. 20-5132.

Councilor Valenzuela shared a story about Councilor Gonzalez and celebrated American farmworkers and Latinx allies that have supported Latinx immigrant's journey to the United States.

Ms. Palavecino presented Resolution No. 20-5132 to Council.

Council Discussion:

Councilor Craddick thanked the guest speakers for their words at the meeting and shared that it was an honor to work with Councilor Gonzalez. Councilor Lewis expressed her appreciation of the work Metro's DEI team put into creating this resolution. She shared the importance of building on these issues and celebrating the Latinx community everyday. Councilor Gonzalez thanked the remarks shared by both speakers and his appreciation of the opportunity to serve on the Metro Council in order to make an impact for his community. He thanked the Latinx Metro staff that works daily to advance racial equity in Metro projects and throughout our region. Councilor Chase highlighted the importance of celebrating Latinx community members. He stressed the importance of continuing this work and to dive deeper into figuring ways to celebrate the specific communities that make up the Latinx community. Councilor Stacey expressed his hope for the future of the United States to better reflect the diversity of languages that are spoken around the United States. He highlighted the immense contribution these communities have towards building a better United States.

Motion was made by Councilor Chase, seconded by Councilor Dirksen 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

4.2 Resolution No. 20-5131, For the Purpose of Amending the FY 2020-21 Budget and Appropriations Schedule and FY 2020-21 Through FY 2024-25 Capital Improvement Plan to Provide for Changes in Operations by Supplemental Budget

Presenter(s): Brian Kennedy, Metro

President Peterson introduced Brian Kennedy Metro’s Chief Financial Officer to present RES No. 20-5131.

Mr. Kennedy reviewed the new supplemental budget. He explained that this resolution reduces Metros overall appropriation budget to \$14.8 million, plans for the elimination of 32 positions throughout Metro and technical changes to Capital Improvement Plans.

Council Discussion:

President Peterson shared her sympathies towards those effected by the budget cuts but expressed that moving forward Metro can create a stronger financial cushion so cuts will not have to be made in the future. Councilor Dirksen expressed the importance of this action and the difficulties with voting yes on this resolution. Councilor Lewis recognized the impact of this decision across the agency and that staff will be hit hard by this action.

Motion was made by Councilor Lewis, 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

4.2.1 Public Hearing for Resolution No. 20-5131

There was no public testimony given.

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 20-1449, For the Purpose of Authorizing the Financing of Metro's Implementation Services Expenditure

Presenter(s): Cinnamon Williams, Metro

President Peterson introduced Brian Kennedy to answer any questions Councilors have on Ordinance 20-1449.

Council Discussion:

There was none.

Motion was made by Councilor Gonzalez, seconded by Councilor Chase 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

6. Chief Operating Officer Communication

President Peterson introduced COO Marissa Madrigal to share sentiments about the recent loss of Jesse Flores. Councilors Lewis, Stacey and Gonzalez shared their sentiments and fond memories of working with Mr. Flores. Ms. Chinsey a co-worker of Mr. Flores shared her memories about Mr. Flores and his impactful work at Metro specifically his work with DEI.

Ms. Madrigal acknowledged that financial decisions do not reflect the individual but reflect the circumstances and expressed her sentiments to those impacted by the budget cuts.

7. Councilor Communication

Councilor Craddick reviewed the two topic points brought up during the JPACT meeting held October 15. She shared that the first item of discussion was Metro's comment letter to the Oregon Transportation Commission in regards to the

2024-2027 State Transportation Improvement Program (STIP).

Councilor Dirksen highlighted that during the JPACT meeting they discussed the problem with STIP's current funding marker that is based on lane miles and explained JPACT wants them to factor in traffic volumes into fix it funds.

Councilor Chase summarized the weekly MPACT meeting. He explained that some of the MPACT team expressed that they feel MPACT has a limited impact and some expressed that they felt MPACT makes an impact. Councilor Chase shared that there was a presentation around land readiness presented at this meeting.

8. Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 2:57 p.m.

Respectfully submitted,

Pilar Karlin

Pilar Karlin, Council Policy Assistant

Agenda Item No. 4.2

Resolution No. 20-5130, For the Purpose of Amending or Adding New
Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) which
Involves Five Projects Impacting ODOT and TriMet (OC21-03-OCT)

Consent Agenda

Metro Council Meeting
Thursday, October 29, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING OR ADDING) RESOLUTION NO. 20-5130
NEW PROJECTS TO THE 2021-24)
METROPOLITAN TRANSPORTATION) Introduced by: Chief Operating Officer
IMPROVEMENT PROGRAM (MTIP) IMPACTING) Andrew Scott in concurrence with
ODOT AND TRIMET (OC21-03-OCT)) Council President Lynn Peterson

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

WHEREAS, the 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, the Oregon Department of Transportation (ODOT) review of approved projects along OR217 determined that the construction phase from their Region wide ITS Improvements and Upgrades project can be combined into their OR217: OR10 to OR99W project for increased delivery efficiencies; and

WHEREAS, ODOT has evaluated their two Interstate 5 at Boone Bridge over the Willamette River surface rehabilitation projects and determined they also can be combined for improved cost effectiveness and delivery efficiency; and

WHEREAS, the Oregon Transportation Commission approved the proposed project combinations on OR217 and I-5 at their July 2020 meeting; and

WHEREAS, Metro's allocation of Highway Infrastructure Program funds and conversion into Surface Transportation Block Grant funds totaling \$3,305,682 through ODOT allows Metro and TriMet to complete the second part of a total \$7,305,682 fund exchange of STBG funds for local funds enabling TriMet additional federal funds to support their Preventative Maintenance program and Metro the ability to further leverage the local funds to support various planning and MPO functions; 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 October 2021-24 MTIP Formal Amendment; and

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

WHEREAS, Metro's Transportation Policy and Alternatives Committee (TPAC) received their notification plus amendment summary overview, and recommended approval to Metro's Joint Policy Advisory Committee on Transportation (JPACT) on October 2, 2020; and

WHEREAS, JPACT received their notification and approved Resolution 20-5130 consisting of the October 2020 Formal MTIP Amendment bundle on October 15, 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 October 29, 2020 to formally amend the 2021-24 MTIP to include the required changes or additions to the five identified projects as part of Resolution 20-5130.

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

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed October 2020 Formal Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **OC21-03-OCT**
 Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 20474 MTIP ID 71002	ODOT	Region wide ITS Improvements and Upgrades	<u>SPLIT PROJECT:</u> The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is slit off from Key 20474 and combined into Key 18841 (also included this amendment bundle.	Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.
Project #2 ODOT Key 18841 MTIP ID 70782	ODOT	OR217 Southbound: OR10 to OR99W	<u>Combined Project:</u> The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies	Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.
Project #3 ODOT Key 21218 MTIP ID 71049	ODOT	I-5: Boone (Willamette River) Bridge	<u>SPLIT PROJECT:</u> The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.	I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

<p>Project #4 ODOT Key 20411 MTIP ID</p>	<p>ODOT</p>	<p>I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge</p>	<p>Combined Project: The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges</p>	<p>Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.</p>
<p>Project #5 ODOT Key NEW PROJECT MTIP ID TBD</p>	<p>TriMet</p>	<p>Preventative Maintenance (2019 HIP Fund Exchange)</p>	<p>ADD NEW PROJECT: The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Metro receives local from TriMet for the STBG-U funds</p>	<p>Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project.</p>



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

Formal Amendment
SPLIT PROJECT
 Split funds off Key 20474 and

Lead Agency: ODOT		Project Type:	TSMO	ODOT Key:	20474
Project Name: Region wide ITS Improvements and Upgrades	1	ODOT Type	Ops	MTIP ID:	71002
		Performance Meas:	Yes	Status:	4
		Capacity Enhancing:	No	Comp Date:	12/31/2021
		Conformity Exempt:	Yes	RTP ID:	11584
		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:	2018	Past Amend:	1
		Years Active:	3	OTC Approval:	Yes
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		STIP Amend #: 18-21-3965		MTIP Amnd #: OC21-03-OCT	
Short Description: Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1					
Detailed Description: None					
STIP Description: Design for future installation of new or upgraded variable message signs (VMS), travel-time signs, network/communication technology, and other intelligent transportation system (ITS) functionality at various locations in Region 1.					

Last Amendment of Modification: Administrative. January 2018 - AB18-11-JAN. PE phase will not be initiated and obligated until 2019. Slip PE to 2019

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
STBG-State	M24E	2020		\$ 156,669				\$ 156,669
AC-STBGS	ACPO	2020		\$ 147,796				\$ 147,796
STBG-State		2021					\$ 1,410,017	\$ -
							\$ -	\$ -
							Federal Totals:	\$ 304,465
Federal Fund Obligations:				\$ 156,669				Federal Aid ID
EA Number:				PE003170				SA00(318)
Initial Obligation Date:				12/30/2019				
State Funds								
State	Match	2020		\$ 17,931				\$ 17,931
State	Match	2020		\$ 16,916				\$ 16,916
State	Match	2021					\$ 161,383	\$ -
							\$ -	\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 174,600	\$ -	\$ -	\$ 1,571,400	\$ 1,746,000
Phase Totals After Amend:			\$ -	\$ 339,312	\$ -	\$ -	\$ -	\$ 339,312
Year Of Expenditure (YOE):							\$	339,312

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.
- > Split funds and add to Key 18841

Amendment Summary:

The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The pe phase remains here with the contraction phase combined into Key 18841.

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 11584 - Active Traffic Management (ATM) & Connected & Automated Vehicles (CAV) Region-wide Phase 1
- > RTP Description: Deploy ATM recommendations from the ODOT Active Traffic Management Strategy. Specific projects to be determined. Deploy Connected, Automated and Electric Vehicle strategies.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - 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:

- > STBG-State = Federal Surface Transportation Block Grant funds appropriated to ODOT for use on various types of transportation improvement projects..
- > AC-STBGS = Federal Advance Construction type funds used as a placeholder until the final federal code is determined which in this case is estimated to be STBG-State funds.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes (the funding and scope will be combined into the OR 217 project) OR217 is identified as an "Other NHS Routes" on the NHS.
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
 COMBINED PROJECT
 Key 20474 Construction phase

Lead Agency: ODOT		Project Type:	Capacity		ODOT Key: 18841
Project Name: OR217 Southbound: OR10 to OR99W	2	ODOT Type	Construction		MTIP ID: 70782
		Performance Meas:	Yes		Status: 4
		Capacity Enhancing:	No		Comp Date: 12/31/2022
		Conformity Exempt:	Yes		RTP ID: 11986 11987
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		On State Hwy Sys:	OR217		RFFA ID: N/A
Short Description: On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. Install signs and technology to capture traffic statistics and improve operations. (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	OR210	Mile Post Begin:	1.77		RFFA Cycle: N/A
	9.16	Mile Post End:	6.32		UPWP: No
	9.24	Length:	4.55		UPWP Cycle: N/A
	0.08	1st Year Program'd:	2014		Past Amend: 10
	OR141	Years Active:	7		OTC Approval: Yes
	2.60	STIP Amend #: 18-21-3965			MTIP Amnd #: OC21-03-OCT
2.84	Detailed Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143) . Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841).				
STIP Description: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210) to improve safety and traffic reliability. Pave road, add protective screening, and bridge updates on Allen Blvd and Denny Rd structures. Pave road, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure. Add sidewalks and bike lanes to the Hall Blvd (OR141) over OR217 overcrossing to improve bicycle and pedestrian connectivity. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations.					

Last Amendment of Modification: Administrative - November, 2019 - AB20-03-NOV2 - PHASE FUND SHIFT Approximately \$5.5 million of Construction phase funding is shifted back to PE, ROW, and Other/Utility phases to address phase funding shortfalls. There is no change in the net total project cost which remains at \$134,200,840

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP	MS30	2016		\$ 758,254				\$ 758,254
HSIP (100%)	ZS30	2016		\$ 1,934,451				\$ 1,934,451
ADVCON	ACP0	2016		\$ 13,694,169				\$ -
AC-STBGS	ACP0	2016		\$ 9,285,444				\$ 9,285,444
REPURP	RPFO	2016		\$ 80,610				\$ 80,610
STBG-State	Z240	2016		\$ 4,312,696				\$ 4,312,696
ADVCON	ACP0	2019				\$ 672,975		\$ -
ADVCON	ACP0	2020			\$ 2,691,900			\$ -
AC-STBGS	ACP0	2020			\$ 2,691,900			\$ 2,691,900
STBG-State	Z240	2021					\$ 21,912,819	\$ -
STBG-State	Z240	2021					\$ 2,691,900	\$ 2,691,900
AC-HB2017	S070	2021					\$ 74,655,360	\$ -
AC-HB2017	S070	2021					\$ 95,875,023	\$ 95,875,023
								\$ -
							Federal Totals:	\$ 117,630,278
Federal Fund Obligations:				\$ 16,371,455				Federal Aid ID
EA Number:				PE002386		C1341504		S144(026)
Initial Obligation Date:				5/15/2014		5/2/2019		

State Funds									
State (AC)	Match	2016		\$ 1,503,000				\$	-
State (AC)	Match	2016		\$ 1,015,586				\$	1,015,586
State (REP)	Match	2016		\$ 9,226				\$	9,226
State (STBG)	Match	2016		\$ 493,607				\$	493,607
State (AC)	Match	2019					\$ 77,025	\$	-
HB2017	S070	2019					\$ 50,000	\$	-
HB2017	S070	2019					\$ 800,000	\$	800,000
State (AC)	Match	2020			\$ 308,100			\$	308,100
State (STBG)	Match	2021					\$ 2,508,020	\$	-
State (STBG)	Match	2021					\$ 308,100	\$	308,100
State (AC)	Match	2021					\$ 8,544,640	\$	-
State (AC)	Match	2021					\$ 10,973,325	\$	10,973,325
BIKEWAYS	S080	2021					\$ 1,968,019	\$	1,968,019
								\$	-
ODOT State funds are committed as part of the required match							State Total:	\$	15,875,963
Local Funds									
Local	Match	2016		\$ 63,969				\$	63,969
Other	Match	2016		\$ 3,046,158				\$	-
Other	OVM	2021					\$ 2,000,000	\$	2,000,000
								\$	-
							Local Total	\$	2,063,969
Phase Totals Before Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 109,620,839	\$ 134,420,840	
Phase Totals After Amend:			\$ -	\$ 21,000,001	\$ 3,000,000	\$ 800,000	\$ 113,816,367	\$ 138,616,368	
Year Of Expenditure (YOE):								\$	138,616,368

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.
- > Cost increase of \$4,195,528 = 3.1%
- . OTC approval was required to move forward with the combination effort involving Keys 20474 and 18841.

Amendment Summary:

The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements. Advance Construction conversion fund codes are updated as well. The overall OR217 improvement project scope does not change.

- > Will Performance Measurements Apply: Yes - Safety & ITS

RTP References:

- > RTP ID:
 - 11986: OR 217 Northbound Auxiliary Lane 99W to Scholls Ferry (CON)
 - 11987: OR 217 Southbound Auxiliary Lane Beaverton Hillsdale Hwy to 99W (CON)
- > RTP Description: Extend Southbound (SB) auxiliary lane from Beaverton-Hillsdale Hwy to OR 99W. Build collector/distributor road from Allen Blvd to Denny Rd. Construction Phase
- > Exemption Status: Project is not exempt and is considered a capacity enhancing improvement project per 40 CFR 93.126. The project has been modeled for air conformity and transportation mobility impacts
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 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:

- > 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: Yes - OR217 is identified as an "OtherNHS Routes" on the NHS system
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
SPLIT PROJECT
Split Cons phase and funding off and
combine into Key 20411

Lead Agency: ODOT		Project Type: Bridge	ODOT Key: 21218
Project Name: I-5: Boone (Willamette River) Bridge	3	ODOT Type: Bridge	MTIP ID: 71049
		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: N/A
		Conformity Exempt: Yes	RTP ID: 12094
Short Description: On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.		On State Hwy Sys: I-5	RFFA ID: N/A
		Mile Post Begin: 283.00	RFFA Cycle: N/A
		Mile Post End: 283.22	UPWP: No
		Length: 0.22	UPWP Cycle: N/A
		1st Year Program'd: 2018	Past Amend: 2
		Years Active: 3	OTC Approval: Yes
		STIP Amend #: 18-21-3928	MTIP Amnd #: OC21-03-OCT
		Detailed Description: On I-5 at MP 283.0 to 283.2 in Wilsonville at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.	
STIP Description: Place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.			

Last Amendment of Modification: Administrative - AB19-18-JUL2, July 2019. STIP Re-Balancing Amendment - Cost Increase: Add a construction phase with ADVCON funds in FY 2021 at \$2,951,040. Add match. Construction phase totals at \$3,200,000 with TPC at \$3,450,000.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	MOE1	2018		\$ 230,550				\$ 230,550
NHPP	MOE1	2021					\$ 2,951,040	\$ -
								\$ -
							Federal Totals:	\$ 230,550
Federal Fund Obligations:				\$ 230,550				Federal Aid ID
EA Number:				PE002922				S001(520)
Initial Obligation Date:				3/15/2018				
State Funds								
State	Match	2018		\$ 19,450				\$ 19,450
State	Match	2021					\$ 248,960	\$ -
								\$ -
ODOT State funds are committed as part of the required match							State Total:	\$ 19,450
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ 3,200,000	\$ 3,450,000
Phase Totals After Amend:			\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ 250,000
Year Of Expenditure (YOE):								\$ 250,000

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.
- > Split funding and phase combining action into 20411

Amendment Summary:

The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411. K21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations

- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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 - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10- Fiscal Stewardship
- > Goal 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:

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > State = General state funds provided by ODOT part of the required match.

Other

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle modeling network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
COMBINE PROJECT
Combine funds split off Key 21218

Lead Agency: ODOT		Project Type: O&M	ODOT Key: 20411
Project Name: I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	4	ODOT Type: Resurface	MTIP ID: 70968
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Performance Meas: Yes	Status: 4
Short Description: Remove and replace asphalt surface to repair rutted pavement, includes driving surface on bridges #17995, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.		Capacity Enhancing: No	Comp Date: 6/30/2022
		Conformity Exempt: Yes	RTP ID:
		On State Hwy Sys: I-5	RFFA ID: N/A
		Mile Post Begin: 283.21 283.00	RFFA Cycle: N/A
		Mile Post End: 288.53	UPWP: No
		Length: 5.32 5.53	UPWP Cycle: N/A
		1st Year Program'd: 2019	Past Amend: 1
		Years Active: 2	OTC Approval: Yes
		STIP Amend #: TBD	MTIP Amnd #: OC21-03-OCT

Detailed Description: None ADD --> **In the Wilsonville and Tualatin area, on I-5 from I-205 IC to Boone Bridge from MP 283.0 to MP 288.53, remove and replace asphalt surface to repair pavement ruts and damage from vehicles, including the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Impacted bridges: 17995, 17996, 02254A, 09743, 09743A, 09743B, and 09743C**

STIP Description: Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.

Last Amendment of Modification: Administrative - July 2019, AB19-18-JUL2 - STIP Re-Balancing Amendment - Cost Increase/Description Update: Modify short description to include bridge references. Increase PE with added NHPP for a PE total of \$975,577. Increase construction added NHPP for a revised Cons total of \$9,010,703. TPC increases to \$9,986,280. - KL

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP	MOE1 Z001	2019		\$ 899,677				\$ 899,677
NHPP	Z001	2021					\$ 8,309,670	\$ -
NHPP	Z001	2021					\$ 7,626,850	\$ 7,626,850
AC-NHPP (92.22%)	ACPO	2021					\$ 3,799,856	\$ 3,799,856
							\$ -	\$ -
							Federal Totals:	\$ 12,326,383
Federal Fund Obligations:				\$ -				Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
State	Match	2019		\$ 75,900				\$ 75,900
State (NHPP)	Match	2021					\$ 701,033	\$ -
State (NHPP)	Match	2021					\$ 643,428	\$ 643,428
State (AC)	Match	2021					\$ 320,569	\$ 320,569
ODOT State funds are committed as part of the required match							State Total:	\$ 1,039,897
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 9,010,703	\$ 9,986,280
Phase Totals After Amend:			\$ -	\$ 975,577	\$ -	\$ -	\$ 12,390,703	\$ 13,366,280
Year Of Expenditure (YOE):								\$ 13,366,280

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.
- > MP limits expand by 0.21 miles as a result of the project combining action.
- > Cost change increase project by \$3,380,000 from \$9,986,280 to \$13,366,280 which equals a 34.85% increase, but represents existing funds from Key 21218.

Amendment Summary:

The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) 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 - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10- Fiscal Stewardship
- > Goal: 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:

- > NHPP = Federal National Highway Performance Program funds appropriated to ODOT for improvements to the State Highway System
- > AC-NHPP = Federal Advance Construction placeholder fund code used until the final federal fund code is determined. AC-NHPP anticipates that federal NHPP funds will be the conversion code.
- > State = General state funds provided by ODOT part of the required match.

Other

- > On NHS: Yes
- > Metro Model: Yes - Motor Vehicle modeling network
- > Model category and type: Throughway
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
ADD NEW PROJECT
 Add New 2019 HIP Fund Exchange
 Prevent Maint Project

Lead Agency: TriMet		Project Type:	Transit	ODOT Key: New
Project Name: Preventative Maintenance (2019 HIP Fund Exchange)	5	ODOT Type	TBD	MTIP ID: New
		Performance Meas:	Yes	Status: T22
		Capacity Enhancing:	No	Comp Date: 8/31/2022
		Conformity Exempt:	Yes	RTP ID: 11335
		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 #: OC21-03-OCT		
Project Status: T22 = Programming actions in progress or programmed in current MTIP				
Short Description: \$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755) Metro 2019 HIP fund exchange with TriMet supporting preventative maintenance needs (IGA #936755) such as regular bus and vehicle maintenance and repairs, MAX system track maintenance, MAX system LRV ongoing maintenance, Bus facility and MAX station required maintenance, other garage facility maintenance expenses.				
Detailed Description: Per Metro IGA 936755, Metro's \$7,305,682 FY 2019 HIP allocation has been converted to STBG-U funds and is being fund exchanged with TriMet for local funds. \$3,305,682 is being applied to preventative maintenance needs with the remaining \$4 million committed to the MAX Red Line Extension project. Obligation shelf-life is present with a NLT obligation date of September 2022.				
STIP Description: TBD				

Last Amendment of Modification: None. Initial programming being completed through this formal amendment

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	2230	2021					\$ 3,305,682	\$ 3,305,682
							\$	-
							\$	-
							Federal Totals:	\$ 3,305,682
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								
TriMet GF	Match	2021					\$ 378,350	\$ 378,350
							\$	-
							Local Total	\$ -
Match requirement = 10.27%								
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,684,032	\$ 3,684,032
							Year Of Expenditure (YOE):	\$ 3,684,032

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 based on approved IGA 936755.

Amendment Summary:

The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.

- > Will Performance Measurements Apply: Yes - Transit

RTP References:

- > RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - (1) Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures) and (2) rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal 10.1 - 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:

- > STBG-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion .
- > TriMet GF = Local funds specifically provided by TriMet 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



Memo

Date: October 14, 2020
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: October 2020 MTIP Formal Amendment & Resolution 20-5130 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING OR ADDING NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING ODOT AND TRIMET (OC21-03-OCT)

BACKGROUND

What This Is:

The October 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5130 and being processed under MTIP Amendment OC21-03-OCT.

What is the requested action?

JPAC approved Resolution on October 15, 2020 and recommends Metro Council approve Resolution 20-5130 consisting of five projects in the October 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP with final approval to occur from USDOT.

Proposed October 2020 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: OC21-03-OCT Total Number of Projects: 5					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20474	71002	ODOT	Region wide ITS Improvements and Upgrades	Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1	SPLIT PROJECT: The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. A total of \$1,406,688 and the construction phase is split off from Key 20474 and combined into Key 18841 (also included this amendment bundle).

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 18441	70782	ODOT	OR217: OR10 to OR99W	On OR217: OR10 to OR99W, construct lane segments between existing aux lanes providing a NB & SB 3rd through lane, bridges refit, road rehab, and Hall Blvd widening. Install signs and technology to capture traffic statistics and improve operations. (Combines Key 21179, 20473, and 20474 into Key 18841) (HB2017 \$44 million award)	COMBINED PROJECT: The formal amendment combines the construction phase and funding from the Region wide ITS Improvements and Upgrades project in Key 20474 to increase delivery efficiencies. Key 18841 increases by \$4,195,528 as a result to \$138,616,368 which equals a 3.1% cost increase to the project. The project descriptions have been updated as well to incorporate the ATMS/ITS scope elements.
Project #3 Key 21218	71049	ODOT	I-5: Boone (Willamette River) Bridge	On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface.	SPLIT PROJECT: The formal amendment splits the construction phase and funding off from Key 21218 and combines it into Key 20411.
Project #4 Key 20411	70968	ODOT	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge	Remove and replace asphalt surface to repair rutted pavement, includes driving surface on bridges #17996, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety.	COMBINED PROJECT: The formal amendment combines the construction phase and funding of K21218 (\$3.2M) into K20411. The construction phase is further increased by an additional \$180K to fund a rail retrofit on bridges 09743B and 09743C for a net construction phase increase of \$3,380,000. Key 20411's name, description and mile points are updated to reflect the added scope from K21218 and the rail retrofit on the two bridges. Overall, although the amendment is primarily a combination action, there is a significant scope change present to require a full/formal amendment to the MTIP.
Project #5 Key NEW - TBD	TBD	TriMet	Preventative Maintenance (2019 HIP Fund Exchange)	\$3,305,682 million of \$7,305,682 Metro 2019 HIP fund exchange with TriMet committed here supporting preventative maintenance needs (IGA# 936755)	ADD NEW PROJECT: The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange

TPAC Discussion Addendum:

TriMet’s new Preventative Maintenance project with \$3.3 million of STBG being added as part of the October 2020 Formal MTIP Amendment Bundle will require a final modification to its short and long description in the MTIP. Approval of the 2021-24 MTIP and STIP included a transit finding involving project descriptions. The specific finding is stated below:

“STIP project titles, descriptions, or other project information can be vague, incorrect, or lack sufficient detail for USDOT to approve the project for inclusion in the STIP without additional clarifying information”.

The finding specifically targets transit Preventative Maintenance type project which utilize federal funds for various eligible repair and maintenance areas. FTA requires additional preventative maintenance details incorporated into the project description. Metro is working with TriMet to adjust the final project description for submission to FTA for approval. Upon review with TriMet, the final proposed revised MTIP short description for the project is as follows:

“Metro 2019 HIP fund exchange with TriMet supporting preventative maintenance needs (IGA #936755) such as regular bus and vehicle maintenance and repairs, MAX system track maintenance, MAX system LRV ongoing maintenance, Bus facility and MAX station required maintenance, other garage facility maintenance expenses.”

The project description will be modified in time to ensure FTA will approve the project as part of the October 2020 Formal MTIP Amendment Bundle.

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

Project 1: Region Wide ITS Improvements and Upgrades	
Lead Agency:	ODOT
ODOT Key Number:	20474 MTIP ID Number: 71002
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Install new or upgraded variable message signs (VMS); travel-time signs; network/communication technology; and other intelligent transportation system (ITS) functionality at various locations in Region 1 Source: Existing project. Funding: The awarded source of funding for the project is from ODOT and contains federal funds Project Type: Transportation System Management & Operations (TSMO)/Intelligent Transportation System project Location: Region 1 – region-wide Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).. STIP Amendment Number: 18-21-3965 MTIP Amendment Number: OC21-13-OCT
What is changing?	<p>AMENDMENT ACTION: SPLIT PROJECT (Combine into Key 18841)</p> <p>The formal amendment splits funding and scope from Key 20474 and combines it into 18841 for increase delivery efficiency. Combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The Preliminary Engineering (PE) phase remains here with the contraction phase combined into Key 18841.</p>
Additional Details:	

	The combining effort will also result in adding an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.
Why a Formal amendment is required?	The splitting and combining action results in the cancellation of the construction phase to Key 20474 leaving only the PE phase programmed. Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling the construction from a project requires a full/formal amendment.
Total Programmed Amount:	The project decrease from \$1,746,000 to \$339,312 as a result of splitting the construction phase and moving it to Key 18841.
Added Notes:	

Project 2: OR217: OR10 to OR99W	
Lead Agency:	ODOT
ODOT Key Number:	18841 MTIP ID Number: 70782
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: On OR217, add a southbound auxiliary lane from OR10 to OR99W and a northbound auxiliary lane from OR99W to SW Scholl's Ferry Rd (OR210). Driving surface overlay, protective screening, and rail retrofit on Allen Blvd and Denny Rd structures (bridge #16134, #16143). Driving surface overlay, replace joints, and repair deteriorating concrete columns on OR210 over OR217 structure (bridge #09672). Widen the Hall Blvd (OR141) over OR217 overcrossing to allow for the addition of a sidewalk and bike lanes. Add bridge rail that meets the current standards to the Fanno Creek Bridge. Install signs and technology to capture traffic statistics and improve operations. (HB2017 \$44 million award)(Combines Keys 21179, 20473, and 20474 into Key 18841). Source: Existing project. Funding: The project contains multiple federal fund types including Highway Safety Improvement Program (HSIP), State Surface Transportation Block Grant (STBG), Repurposed Earmark funds, HB2017, State Bikeways funds, and local funds. Project Type: Capacity Enhancing capital improvement type project and includes ITS improvements Location: OR 217, or 210, and OR 141 Cross Street Limits: Multiple Overall Mile Post Limits: <ul style="list-style-type: none"> OR141: 2.60 to 2.84 OR210: 9.16 to 9.24 OR217: 1.77 to 6.32

	<ul style="list-style-type: none"> • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3965 • MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: COMBINED PROJECT</p> <p>As stated for Key 20474, combining scope/funds from the Region wide ITS improvements and upgrades project (K20474) into the OR217 project (K18841) will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures.</p> <p>The funds will also add an automated traffic recording station. OR217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger OR217 project, ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining funds on K20474 will be used to complete design of high priority ITS improvements to be constructed in the next STIP cycle.</p> <p>The additional Bike/Ped Program funding will fully fund bike/pedestrian safety improvements along Hall Blvd. This critical system connectivity improvement will widen the Hall Blvd-OR217 overcrossing 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Blvd.</p> <p>The additional Bridge Program funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the bridge work.</p>
Additional Details:	See OTC Staff Report for additional details
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix,
Total Programmed Amount:	The total de-programming to Key 18841 increases by \$4,195,528 (3.1%) from \$134,420,840 to \$138,616,368.
Added Notes:	<p>OTC approval was required as part of this amendment. Included attachments with this project are as follows:</p> <ul style="list-style-type: none"> • Key 18841/20474 OTC Staff Letter • Project Location Maps

Project 3:	I-5: Boone (Willamette River) Bridge		
Lead Agency:	ODOT		
ODOT Key Number:	21218	MTIP ID Number:	71049
Projects Description:	Project Snapshot:		

	<ul style="list-style-type: none"> Proposed improvements: On I-5 at the Boone Bridge over the Willamette River, prepare shelf ready plans for future deck overlay, joint repairs and seismic retrofit place driving surface overlay on the Boone Bridge to remove ruts and provide a safe and even travel surface. Source: Existing project Funding: The project includes federal National Highway Performance Program funds. Project Type: Bridge Operations and Maintenance Location: On I-5 Cross Street Limits: At the Boone Bridge over the Willamette River Mile Post Limits: MP 283.0 to MP 283.22 Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-3928 MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: SPLIT PROJECT</p> <p>Key 21218 I-5: Boone (Willamette River) Bridge is at the southern project limits of K20411 I-5: I-205 Interchange - Willamette River. Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. The PE phase is left programmed in Key 21218.</p>
Additional Details:	The construction phase and funding is shifted to Key 20411.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the split and combining effort results in a significant scope change which requires a formal/full amendment
Total Programmed Amount:	The total programmed amount decreases from \$3,450,000 to \$250,000.
Added Notes:	OTC approval was required. A copy of the OTC Staff Report is included as an attachment.

Project 4:	I-5: I-205 Interchange - Willamette River I-5: I-205 Interchange - Boone (Willamette River) Bridge		
Lead Agency:	ODOT		
ODOT Key Number:	20411	MTIP ID Number:	70968
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Remove and replace asphalt surface to repair rutted pavement, includes driving surface on bridges #17995, #17996, #09743B, #09743C, & #09743A Remove and replace asphalt surface to repair pavement ruts and damage from vehicles. This includes the driving surface of seven bridges. Upgrade rail on two bridges to gain acceptable rail height and improve safety. Source: Existing project 		

	<ul style="list-style-type: none"> • Funding: The project includes federal National Highway Performance Program funds. • Project Type: Operations and Maintenance (O&M) Resurfacing project • Location: I-5 • Cross Street At the Willamette River Bridge • Overall Mile Post Limits: 283.0 to 288.53 • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: 18-21-3928 • MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: COMBINE PROJECT</p> <p>Combining the projects will result in reduced traffic control costs and allow for better coordination of the work with one contractor, rather than two. Additionally, the scope from K21218 is being reduced from a deck overlay, joint repairs and seismic retrofit to just a deck overlay due to funding limitations. Seismic retrofit will be completed as a future project once a long term solution has been identified to provide additional capacity over the Willamette River in this location. This constitutes a major scope change and triggers a full STIP amendment.</p>
Additional Details:	<p>Two of the bridges within the limits of K20411 (bridge IDs 09743B and 09743C) currently have a rail height of 32". The overlay would reduce the height to 31". For a low cost (\$180,000), the bridge rails on this high use interchange can be retrofitted to gain acceptable rail height and improve safety. Work can be completed while the ramp bridges are closed for other work on the ramps and bridges.</p>
Why a Formal amendment is required?	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the combination effort has resulted in a significant scope change which requires a formal/full amendment</p>
Total Programmed Amount:	<p>The project increases by \$3,380,000 from \$9,986,250 to \$13,366,280.</p>
Added Notes:	<p>OTC approval was required. Attachments supporting this include:</p> <ul style="list-style-type: none"> - OTC Staff Report - Project location maps

Project 5:	Preventative Maintenance (2019 HIP Fund Exchange) (New Project)		
Lead Agency:	TriMet		
ODOT Key Number:	TBD	MTIP ID Number:	TBD
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Metro 2019 HIP fund exchange with TriMet supporting preventative maintenance needs (IGA #936755) such as regular bus and vehicle maintenance and repairs, MAX system track maintenance, MAX system LRV ongoing maintenance, Bus facility and MAX station required maintenance, other garage facility maintenance expenses." 		

	<ul style="list-style-type: none"> • Source: New project • Funding: The project includes federal Surface Transportation Block Grant (STBG-U) allocated to Metro • Project Type: Transit • Location: N/A • Cross Street Limits: N/A • Mile Post Limits: N/A • Current Status Code: T22 = Programming actions in progress or programmed in current MTIP • STIP Amendment Number: TBD • MTIP Amendment Number: OC21-03-OCT
What is changing?	<p>AMENDMENT ACTION: ADD NEW PROJECT</p> <p>The formal amendment adds a new preventative maintenance project for TriMet based on Metro-TriMet fund exchange. Federal FY 2019 Highway Infrastructure Program (HIP) funds were allocated to ODOT which Metro receives a portion. ODOT and Metro agreed on a fund swap to convert the HIP to STBG-U funds. Metro now is completing the fund exchange with TriMet. The fund exchange is \$7,305,682. \$3,305,682 is committed to support TriMet's Preventative Maintenance program needs. TriMet is providing the local match (10.27%) to the exchanged STBG-U funds. The remaining \$4 million has been committed to the MAX Red Line Extension project. Metro and TriMet maintain a formal IGA, #936755 documenting the fund exchange. Although converted to STBG-U federal funds, the funds have a shelf-life obligation deadline of September 2022.</p>
Additional Details:	See attached IGA for additional details. The purpose of the Metro-TriMet fund exchange allows Metro to receive additional local funds which can be leveraged more efficiently towards MPO related activities (e.g. planning projects) than federal funds offer.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a full/formal amendment.
Total Programmed Amount:	The total programmed amount is \$3,684,032.
Added Notes:	A copy of the approved IG is included for reference.

Note: 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 addresses RTP goals and strategies and/or will contribute 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:

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.

- 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 October 2020 Formal MTIP amendment (OC21-03-OCT) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	September 28 , 2020
● TPAC notification and approval recommendation.....	October 2, 2020
● JPACT approval and recommendation to Council.....	October 15, 2020
● Completion of public notification process.....	October 27, 2020
● Metro Council approval.....	October 29, 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.....	November 2, 2020
● Submission of the final amendment package to USDOT.....	November 3, 2020
● ODOT clarification and approval.....	Mid - November, 2020
● USDOT clarification and final amendment approval.....	Late November, 2020

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:**
 - a. 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).
 - b. Oregon Governor approval of the 2021-24 MTIP: July 23, 2020
 - c. 2021-2024 Statewide Transportation Improvement Program (STIP) Approval and 2021 Federal Planning Finding: September 30, 2020
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds, plus implement and deliver the projects.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPAC approved Resolution on October 15, 2020 and recommends Metro Council approve Resolution 20-5130 consisting of five projects in the October 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021 MTIP with final approval to occur from USDOT

Attachments:

1. OTC Staff Report (for Keys 20474, 18841, 21218 & 20411)
2. Project Location Maps (for 18841/20474 and 20411/21218)
3. Copy of Metro-TriMet IGA #936755



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: July 1, 2020
TO: Kristopher W. Strickler
Director

Attachment 1: OTC Staff Report (for Keys
20474, 18841, 21218 & 20411)

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: **Consent** – Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.

Requested Action:

Approve amending the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project by \$4,195,528.

The additional funding comes from the following sources:

- The *Regionwide intelligent transportation systems improvements and upgrades* project (\$1,406,688)
- The pedestrian/bicycle program (\$1,168,019)
- The fix-it statewide bridge program (\$1,620,821)

STIP Amendment Funding Summary

Project	Current Funding	Proposed Funding
Oregon 217: Oregon 10 – Oregon 99 West	\$134,420,839.16	\$138,616,367.16
Regionwide intelligent transportation systems improvements and upgrades	\$1,746,000	\$339,312
Statewide Bicycle/Pedestrian (SWIP) Program Federal Fiscal Year 2019	\$1,286,309.70	\$118,290.70
Fix-It Statewide Bridge program savings	\$1,620,821	\$0
TOTAL	\$139,073,969.86	\$139,073,969.86

Project to increase funding

Oregon 217: Oregon 10 – Oregon 99 West (KN 18841)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2014	\$21,000,000.22	\$21,000,000.22
Right of Way	2020	\$3,000,000	\$3,000,000
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$109,620,838.94	\$113,816,366.94
Other	2019	\$800,000	\$800,000
TOTAL		\$134,420,839.16	\$138,616,367.16

Projects to decrease funding

Regionwide intelligent transportation systems improvements and upgrades (KN 20474)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2020	\$174,600	\$339,312
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$1,571,400	\$0
TOTAL		\$1,746,000	\$339,312

Statewide Bicycle/Pedestrian (SWIP) Program Federal Fiscal Year 2019 (KN 20385)			
PHASE	YEAR	COST	
		Current	Proposed
Construction	2020	\$1,286,309.70	\$118,290.70
TOTAL		\$1,286,309.70	\$118,290.70

Background:

The *Oregon 217* project adds auxiliary lanes on northbound Oregon 217 from Oregon 99 West to Greenburg Road and on southbound Oregon 217 from Oregon 10 to Oregon 99 West to improve operations and safety. In addition, the project is improving bicycle and pedestrian connectivity throughout the corridor by closing gaps in the network with added bike lanes on local streets and overcrossing and new sections of trail to provide better North/South connections. In cooperation with the City of Beaverton and Washington County, Oregon Department of Transportation (ODOT) is contributing project funds to already programmed local projects to pay for required off-system improvements to be delivered by project partners at a cost savings to both agencies.

The project also includes creating a southbound frontage road as recommended in the Corridor Bottleneck Operations Study (CBOS) report to improve operations and safety by eliminating merging and weaving in the very short distance between the Allen Boulevard and Denney Road interchanges.

The requested amendment to incorporate funds from the *Regionwide intelligent transportation systems improvements and upgrades* project will provide additional safety features identified through project development including additional Variable Advisory Speed (VAS) signs, installation of sign structure catwalks, and additional maintenance pads to allow safer access to the facilities without requiring lane closures. The funds will also add an automated traffic recording station. Highway 217 is the only major highway in the ODOT Region 1 network that does not yet have this equipment installed to provide detailed traffic statistics, data needed for capacity calculations and pavement designs, as well as work zone restriction requirements. By delivering these improvements as part of the larger project ODOT will realize cost savings over delivering these elements as a future stand-alone project. The remaining *Regionwide intelligent transportation systems improvements and upgrades* project funds will be used to complete design of high priority intelligent transportation systems improvements to be constructed in the next STIP cycle.

The additional state-wide bicycle and pedestrian funding is being requested to add bicycle and pedestrian safety improvements along Hall Boulevard and will leverage an additional \$2,000,000 from our project partners Washington County (\$1,000,000) and the City of Beaverton (\$1,000,000). This critical system connectivity improvement will widen the Hall Boulevard over-crossing of Highway 217 19 feet to the north, allowing for added bike lanes in both directions and building sidewalk along the north side of Hall Boulevard.

Lastly, ODOT Bridge has asked Region 1 to incorporate bridge rail retrofit work at the Allen Boulevard and Denny Road interchanges, originally scoped for the 2018-2021 STIP, into the *Oregon 217* project. The additional Bridge program funding will address the increased unit prices of the planned rail retrofit work and the additional illumination replacement, signal replacements and associated temporary traffic control triggered by the added work.

Options:

With approval, this project will move forward with all of the described improvements.

Without approval, the above mentioned safety and multi-modal features will not be included in this project.

Attachments:

- Attachment 1 – Location and Vicinity Maps

Copies to:

Jerri Bohard	Travis Brouwer	Cooper Brown	Lindsay Baker
Jess McGraw	Tom Fuller	Mac Lynde	Jeff Flowers
Arlene Santana	Amanda Sandvig	Rian Windsheimer	Tova Peltz
Mandy Putney	Kelly Martin	Matt Freitag	Hideto Moriyasu
Kate Freitag	Talena Adams	Gabriela Garcia	Jessica Horning
Bert Hartman	Rachelle Nelson	Hope Derrickson	

COORDINATION SHEET

(If question does not apply to your item, please put N/A)

SUBJECT: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.

PRODUCT DRAFTER: Kelly Martin, Matt Freitag, Rian Windsheimer

PRESENTER(S) and TITLE(S): N/A

AGENDA PLACEMENT: N/A

TIME REQUESTED: N/A

RELATED RULES/STATUTES: N/A

AGENDA MATERIALS:

Below are suggested items to be included with agenda materials, if an item is not applicable put N/A.
(If you have documents not enclosed, add the name of document and when it will be ready.

- Cover letter title: Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the *Oregon 217: Oregon 10 – Oregon 99 West* project.
- Attachment 1-title: 18841_Loc
- Attachment 2-title: 18841_Vic

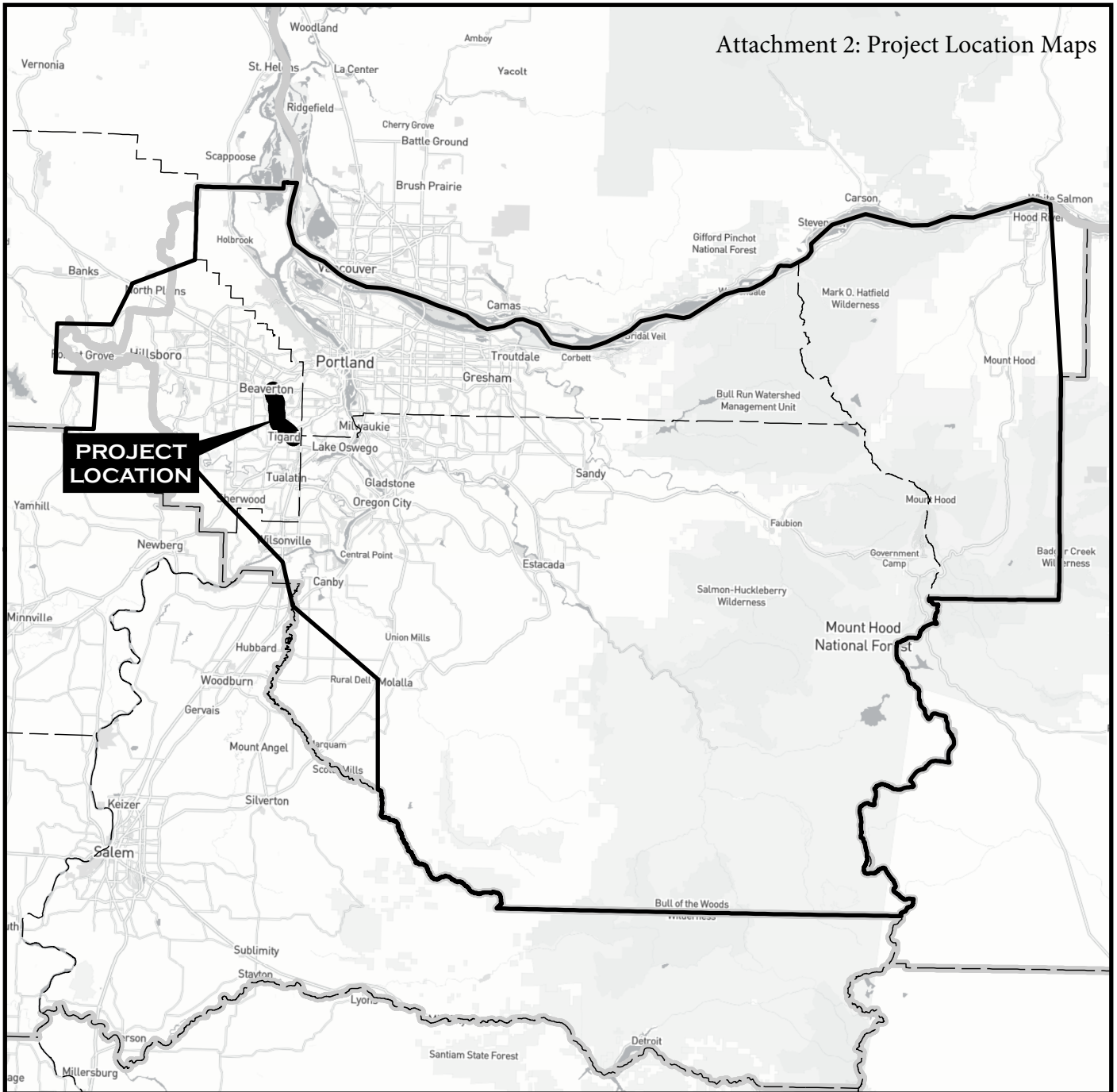
Required	Position	Name	Date
Always	Division/Deputy Administrator /Region Manager	Rian Windsheimer	6/24/20
When applicable:	Legal Counsel		
For all Highway Items	Active Transportation		

*****All materials must be approved by either a Division Administrator or Region Manager prior to submission to the OTC staff at OTCAdmin@odot.state.or.us or [ODOT Hwy OTC AgendaItems@odot.state.or.us](mailto:ODOT_Hwy_OTC_AgendaItems@odot.state.or.us) if a Highway related item.*****

STIP PROJECT VICINITY

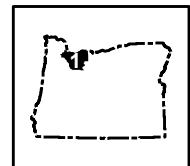
ODOT REGION 1

Attachment 2: Project Location Maps



OR217: OR10 - OR99W
KEY NO. 18841

<u>STATE HIGHWAY CLASSIFICATION</u>	<u>BOUNDARIES</u>
INTERSTATE	ODOT REGION
STATEWIDE	COUNTY
LOCAL ROADS	ACT BOUNDARY
PROJECT LOCATION	HYDROLOGIC FEATURES



PRODUCED BY ODOT - GIS UNIT
 (503) 986-3154 - GIS NO. 23-52

DATE: 8/13/2019

STIP PROJECT LOCATION

ODOT REGION 1 Attachment 2: Project Location Maps



ACT: Region 1 ACT

COUNTY: Washington

CITY: Tigard/Beaverton

OR217: OR10 - OR99W
KEY NO. 18841

STATE HIGHWAY CLASSIFICATION

- INTERSTATE
- STATEWIDE
- LOCAL ROADS
- PROJECT LOCATION

BOUNDARIES

- ODOT REGION
- COUNTY
- ACT BOUNDARY
- HYDROLOGIC FEATURES



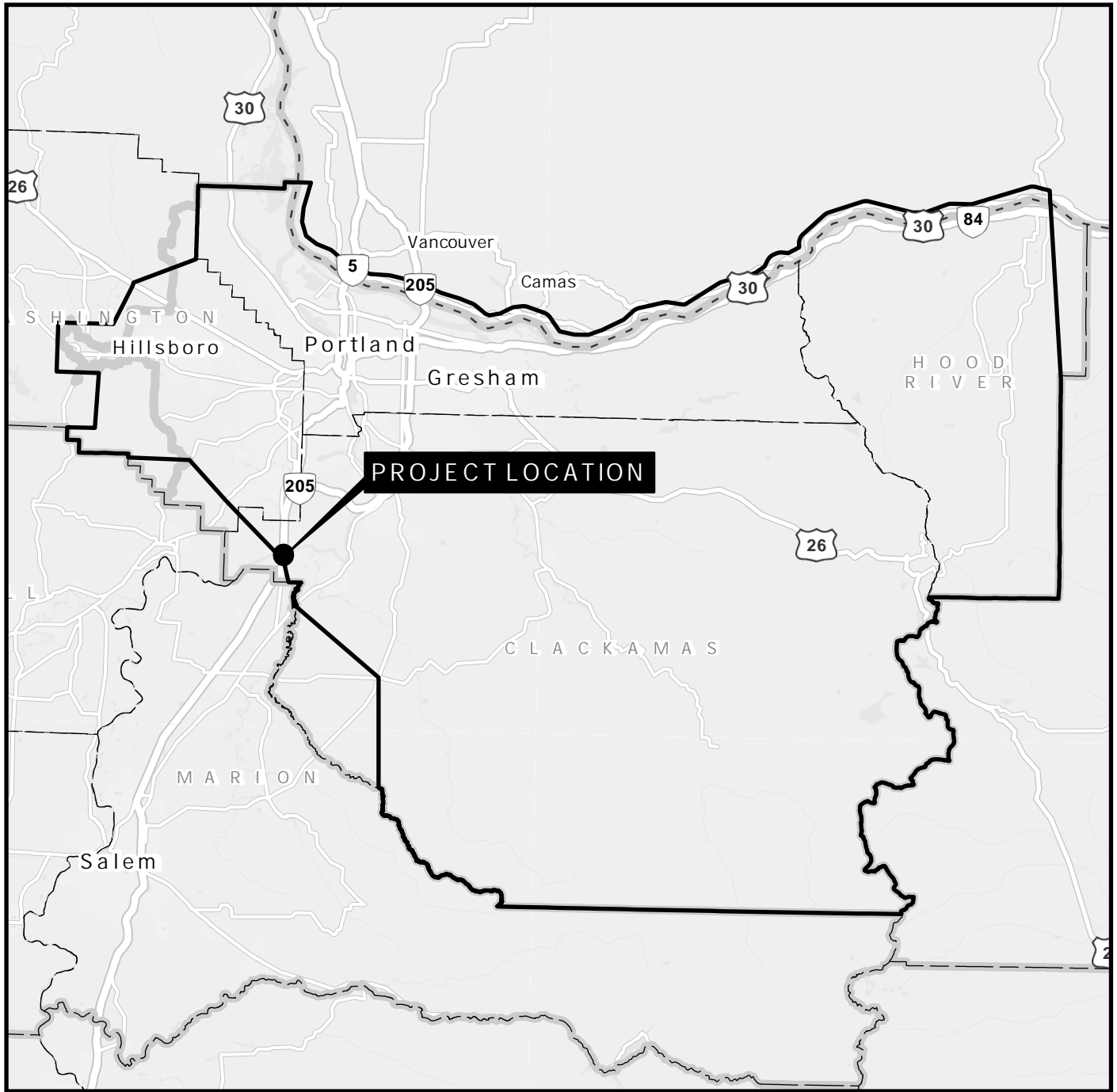
PRODUCED BY ODOT - GIS UNIT
 (503) 986-3154 - GIS NO. 23-52

DATE: 8/13/2019

STIP PROJECT VICINITY





ODOT REGION 1

Attachment 2: Project Location Maps







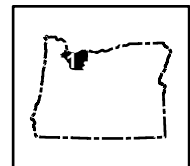
I-5: BOONE (WILLAMETTE RIVER) BRIDGE KEY NO. 21218

STATE HIGHWAY CLASSIFICATION

-  INTERSTATE
-  STATEWIDE
-  LOCAL ROADS
-  PROJECT LOCATION

BOUNDARIES

-  ODOT REGION
-  COUNTY
-  ACT BOUNDARY
-  HYDROLOGIC FEATURES

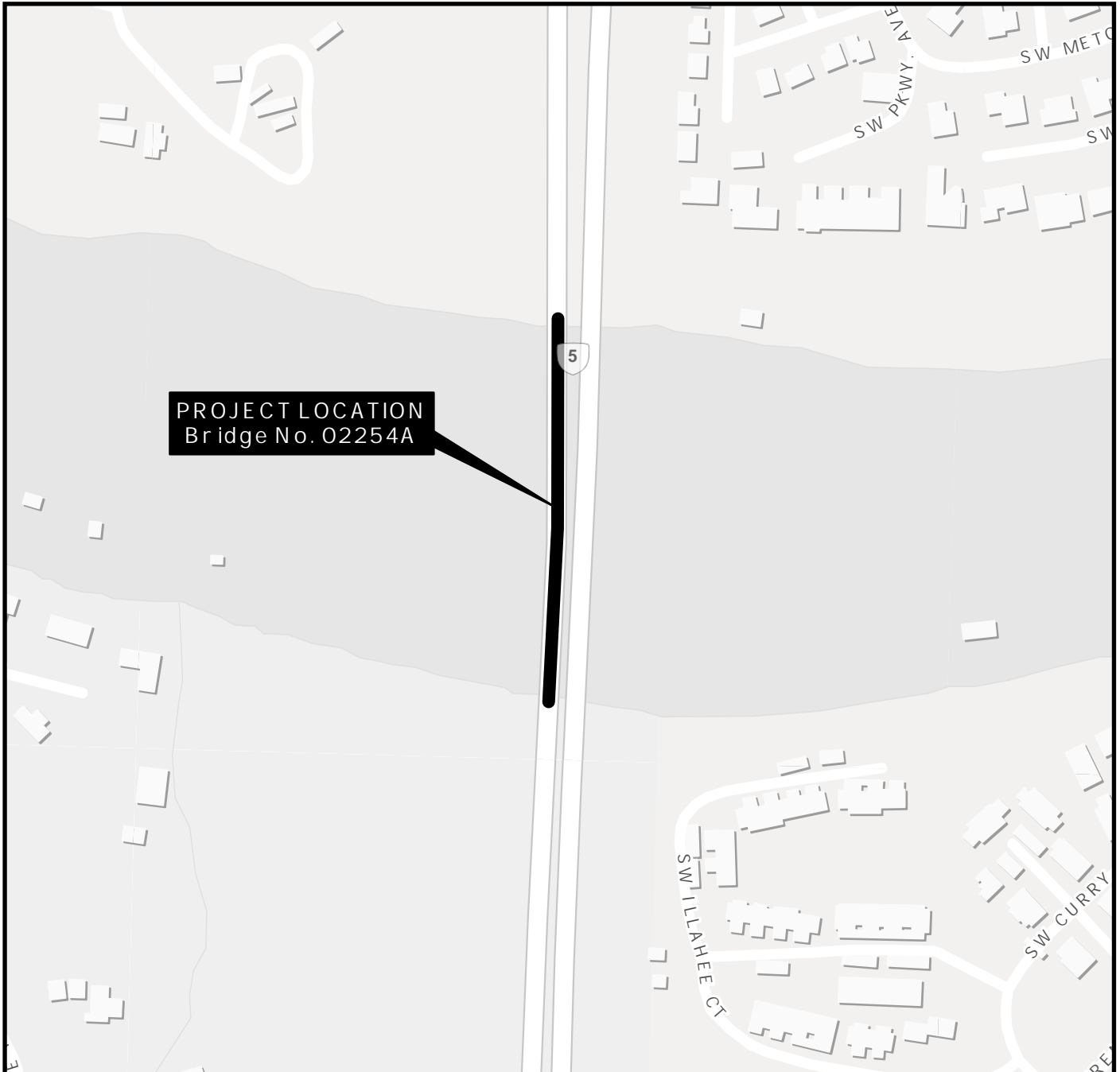


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GIS NO. 23-52

DATE: 9/15/2020

STIP PROJECT LOCATION

ODOT REGION 1 Attachment 2: Project Location Maps







ACT: Region 1 ACT

COUNTY: Clackamas





CITY: Wilsonville

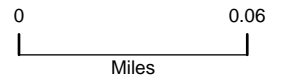
I-5: BOONE (WILLAMETTE RIVER) BRIDGE KEY NO. 21218

STATE HIGHWAY CLASSIFICATION

-  INTERSTATE
-  STATEWIDE
-  LOCAL ROADS
-  PROJECT LOCATION

BOUNDARIES

-  ODOT REGION
-  COUNTY
-  ACT BOUNDARY
-  HYDROLOGIC FEATURES



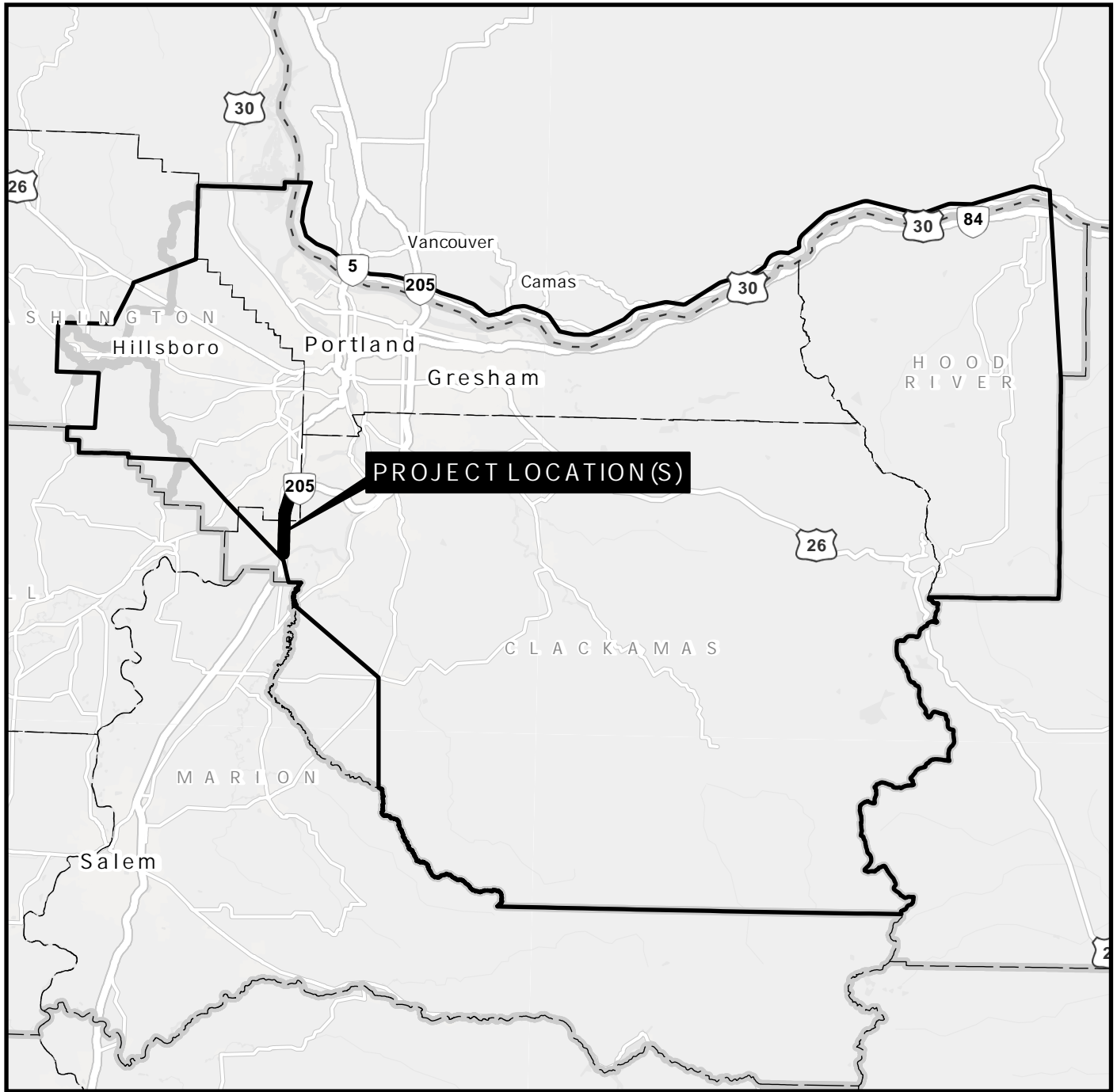
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ODOT.maps@odot.state.or.us

DATE: 9/15/2020

STIP PROJECT VICINITY





ODOT REGION 1

Attachment 2: Project Location Maps







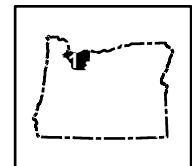
I-5: I-205 INTERCHANGE - WILLAMETTE RIVER KEY NO. 20411

STATE HIGHWAY CLASSIFICATION

-  INTERSTATE
-  STATEWIDE
-  LOCAL ROADS
-  PROJECT LOCATION

BOUNDARIES

-  ODOT REGION
-  COUNTY
-  ACT BOUNDARY
-  HYDROLOGIC FEATURES

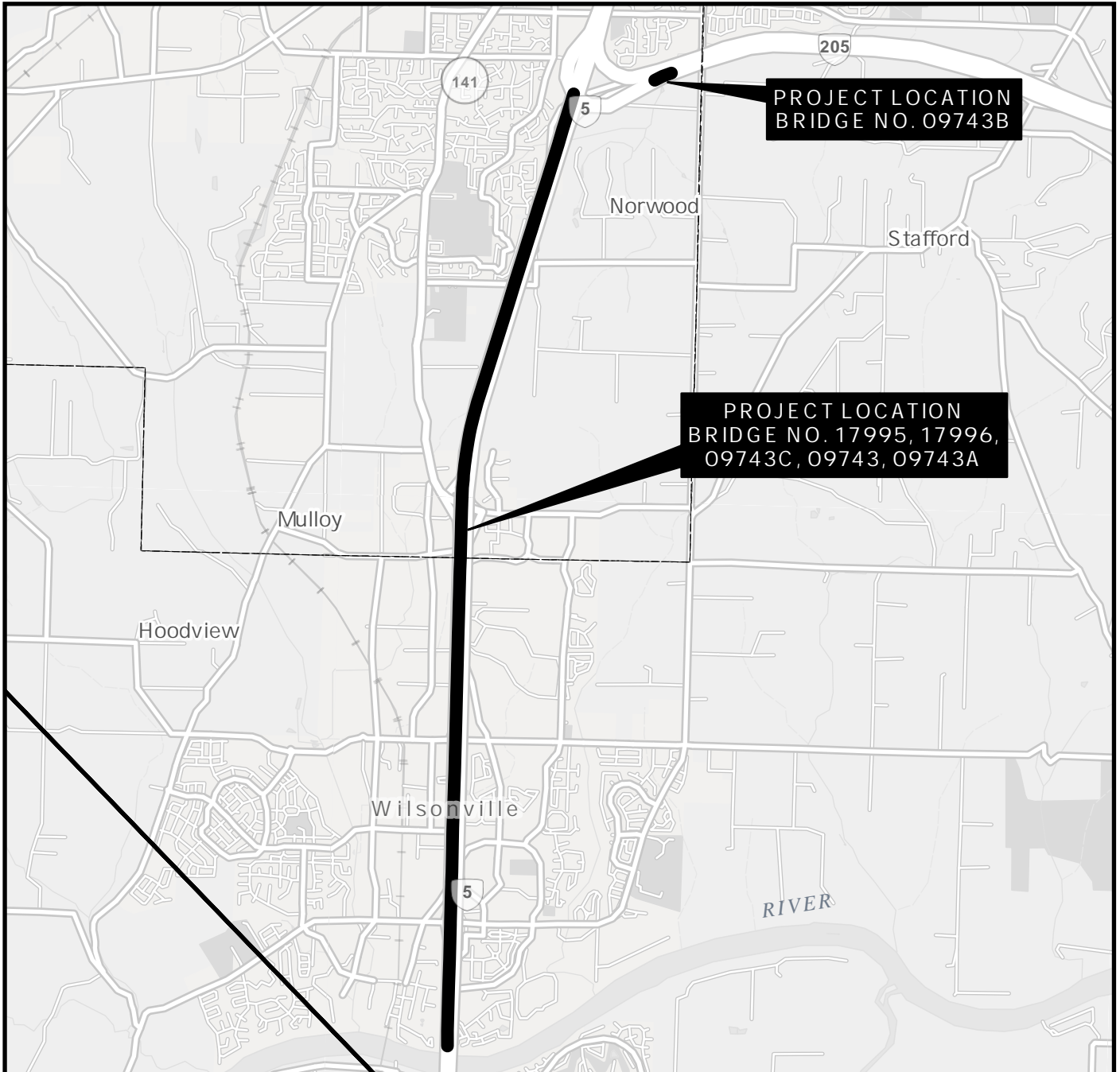


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GIS NO. 23-52

DATE: 9/15/2020

STIP PROJECT LOCATION

ODOT REGION 1 Attachment 2: Project Location Maps



**PROJECT LOCATION
BRIDGE NO. 09743B**

**PROJECT LOCATION
BRIDGE NO. 17995, 17996,
09743C, 09743, 09743A**

ACT: Region 1 ACT





COUNTY: Clackamas / Washington

CITY: Wilsonville / Tualatin





I-5: I-205 INTERCHANGE - WILLAMETTE RIVER KEY NO. 20411

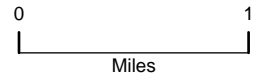


STATE HIGHWAY CLASSIFICATION

-  INTERSTATE
-  STATEWIDE
-  LOCAL ROADS
-  PROJECT LOCATION

BOUNDARIES

-  ODOT REGION
-  COUNTY
-  ACT BOUNDARY
-  HYDROLOGIC FEATURES



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ODOT.maps@odot.state.or.us

DATE: 9/15/2020



Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

Project: Metro and TriMet Bi-Directional Funding Agreement

This Intergovernmental Agreement (Agreement) is by and between Metro, a municipal corporation and political subdivision of the State of Oregon (Metro), and the Tri-County Metropolitan Transportation District of Oregon (TriMet).

Background

Metro is the federally mandated metropolitan planning organization (MPO) designated by the Governor to develop an overall transportation plan for the region. The Metropolitan Transportation Improvement Program (MTIP) documents how all federal transportation money is spent in the Portland metropolitan area. It also documents state- and locally-funded projects that may significantly affect the region's air quality. As the MPO for the Portland region, Metro is required to prepare the MTIP documenting funded projects scheduled for the next four years.

TriMet is a mass transportation district organized under ORS Chapter 267 that provides transportation services in Clackamas, Multnomah, and Washington Counties. TriMet is a municipal corporation of the State of Oregon and a public body.

Highway Infrastructure Program (HIP) funds are federal transportation funds. The HIP funds were apportioned to the states in March 2019. Oregon's total HIP funds apportionment is approximately \$34.7 million dollars. Out of this total, a portion of the HIP funds were allocated to the MPOs with a population of more than 200,000 people. Metro received a HIP fund award authority of \$7,305,682 million dollars. These HIP funds may be used only for the construction of highways, bridges, and tunnels. Planning is not an eligible activity. HIP funds must be obligated by September 30, 2022.

The Oregon Department of Transportation has several projects eligible for HIP funds and can be obligated in the timeframe required. ODOT agreed to exchange Metro's HIP fund award authority for Surface Transportation Block Grant (STBG) funds. ODOT will complete the exchange of HIP funds for STBG funds as an administrative matter and approval from the MPO is not needed. ODOT intends to apply the HIP funds to the Highway 217 project. STBG funds are one of two federal grant programs that fund the Regional Flexible Fund program. These funds may be used for a wide range of projects, including to preserve and improve conditions and performance on public roads, pedestrian and bicycle infrastructure, and transit capital projects

Upon review of projects eligible for STBG funds, TriMet's MAX Redline Extension and Reliability Improvement Project ("the MAX Red Line Project") and the Annual Preventive Maintenance Program ("the Maintenance Program") for the light rail system emerged as the best candidates for funding. The MAX Red Line Project has a mix of speed, reliability, and service extension components and the ability to further attract and leverage funds from the Federal Transit Administration's (FTA) Capital Improvement Grant (CIG) program. The Maintenance Program will conduct necessary rail maintenance to ensure the safe operation of the system and facilitate system expansion. Both the MAX Red Line Project and the Maintenance Program are appropriate for the use of \$7,305,682 in STBG funds because they are of regional scale and will be expended by the original HIP funding obligation deadline. Both are consistent with the long-range Statewide Transportation and Metropolitan Transportation Plans.

Metro has agreed to take all necessary and appropriate steps to apply the \$7,305,682 in STBG funds to the MAX Red Line Project and the Maintenance Program, including amending the 2018-2021 MTIP and State Transportation Improvement Program (STIP) to add the funds

The Portland metropolitan region has a list of implementation activities that require further transportation planning and project development. Application of federal funds to these projects may trigger additional planning or construction timing requirements that will impede progress on the projects. In exchange for Metro's programming and transfer of \$7,305,682 of the STBG funds to the MAX Red Line Project and the Maintenance Program, TriMet will transfer \$3,305,682 in unrestricted nonfederal funds to Metro. TriMet's transferred unrestricted funds may be used by Metro throughout the



Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

region for regional transportation planning and project development activities. Metro will identify the type of activities for which it intends to use the funds in the amendments to the MTIP and the STIP.

Agreement

Pursuant to the above recitals, the authority granted in ORS Chapters 267 and 268 and the Metro Charter, and in recognition of the mutual interests of the parties and based upon the terms and conditions herein, the parties hereby mutually agree as follows:

1. TriMet Board Approval

No later than TriMet's March 2020 Board meeting, TriMet will seek Board approval of this Agreement and authorization of the transfer of the \$3,305,682 in unrestricted funds (referred to as Funds) to Metro. Upon authorization, TriMet will convey an initial Funds check for \$1,500,000 to Metro no later than 30 days after the TriMet Board has approved and authorized this Agreement and the transfer of the Funds. TriMet will convey a second Funds check for \$1,805,682 to Metro no later than 30 days after full reimbursement to TriMet in Fiscal Year 2021 for STBG eligible project expenses related to the Maintenance Program.

2. Transfer of STBG Funds to TriMet

Upon approval of the MTIP amendment related to the Maintenance Program, Metro and TriMet will work cooperatively to facilitate a flex transfer of \$3,305,682.00 in STBG funds from FHWA to FTA. After the flex transfer is complete, TriMet will seek a grant applying the FTA STBG funds to the Maintenance Program. TriMet will inform Metro immediately if the request for STBG funds to reimburse work for the Maintenance Program is not successful. In the event of a flex fund transfer or grant failure, the parties will work together to identify and implement another mechanism to facilitate the fund exchange and will amend this Agreement to reflect the mechanism. Metro will take all the necessary steps to facilitate the approval of the MTIP amendment related to the MAX Red Line Project and the Maintenance Program. As soon as practicable after such approval, and within TriMet's Fiscal Year 2021, Metro shall take all necessary and appropriate actions to facilitate the transfer of \$7,305,682 in STBG funds from Metro to TriMet.

3. Obligation and Transfer of Funds

In furtherance of Metro's and TriMet's goal of making TriMet's unrestricted funds available for regional transportation planning and project development activities, Pursuant to the TriMet Board's approval as described in paragraph 1, TriMet will convey two separate checks, for a total of \$3,305,682 in unrestricted funds ("the Unrestricted Funds").

TriMet will be responsible for any required matching funds on the MAX Red Line Project.

If Metro fails to successfully program the \$7,305,682 in STBG funds to TriMet during Fiscal Year 2021, TriMet and Metro will jointly determine the disposition of any remaining unobligated funds and seek to program alternative funds to address the shortfall to TriMet.

TriMet must address the checks to Metro and send the checks to the following location with a letter identifying Metro Account 414500 and Fund 141:

Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

The parties may agree to modify these deadlines.



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

4. Metro Obligations

Metro will take all steps necessary and appropriate to support two separate MTIP amendments that reprograms \$7,305,682 in STBG funds to the MAX Red Line Project and the Maintenance Program as follows:

- MAX Red Line Project - \$4,000,000
- Maintenance Program - \$3,305,682

TriMet will inform Metro of any assistance needed to facilitate TriMet Board approval required by Section 1 of this Agreement. Metro will make a reasonable effort to assist TriMet based on TriMet's identified needs.

The anticipated schedule for the MTIP and STIP amendments is as follows:

- MAX Red Line Project - Spring 2020 with completion by late spring 2020 (with a 2021 key code)
- Maintenance Program – Spring 2020, after the execution of this Agreement (with a 2021 key code)

Metro will take all necessary and appropriate steps to facilitate the flex transfer of STBG funds to TriMet in order for TriMet to draw the funds in FY2021. In the event of a flex fund transfer or grant failure, the parties will work together to identify and implement another mechanism to facilitate the fund exchange and will amend this Agreement to reflect the mechanism.

5. TriMet Obligations

TriMet will take all steps necessary to secure TriMet Board authorization to approve this Agreement and the timely transfer of the \$3,305,682 Unrestricted Funds to Metro as described above. TriMet affirms that the action identified above is the only approval needed from TriMet's Board to implement this Agreement.

TriMet will support Metro and take necessary steps to facilitate the MTIP and STIP amendments.

TriMet will use \$4,000,000 for design of the Red Line Project and are programming funds to be spent in Fiscal Year 2021.

TriMet affirms in good faith that the Unrestricted Funds transferred to Metro may be used for regional transportation planning and project development activities, including without limitation studies and design work.

TriMet does not object to Metro's use of certain percentages of the Unrestricted Funds for Metro's administrative cost fee, set forth in section 6 below.

TriMet will notify Metro of excess funds per Section 7 of this Agreement.

6. Metro's Use of Exchanged TriMet Unrestricted Funds

Metro in its sole discretion will determine how to use the Unrestricted Funds transferred from TriMet to support regional transportation planning and project development activities throughout the region. These activities may include, but are not limited to an allocation for the planning, feasibility, and project development of projects for the 2020 Regional Investment Measure or the implementation of Chapter 8 of the 2018 Regional Transportation Plan (RTP). Consistent with these purposes, Metro may at any time identify authorized use of funds.

Metro will retain any interested accrued on the Funds.

Metro shall affirm that TriMet funds were expended for authorized purposes.

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

Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

7. Excess Funds

With regard to the funding allocated within this agreement for the Red Line Project: If TriMet fails to start or complete the MAX Red Line Project, or completes the MAX Red Line Project without expending all the STBG funds received from Metro, any remaining STBG funds will be considered to be excess funds. TriMet and Metro will jointly determine the disposition of any unobligated funds and seek appropriate MTIP amendments to reprogram the funds. The reprogramming of excess funds may be done as an administrative MTIP amendment or may require JPACT and Metro Council approval of a formal amendment.

With regard to the funding allocated within this agreement to the Maintenance Program: If TriMet fails to start or complete the Maintenance Program, or completes the Maintenance Program without expending all the funds, Metro and TriMet will work together to recommend a process to be used for reallocating the excess funds to other regional projects. Based on the exchange of TriMet unrestricted funds for STBG funds, the expectation of the parties is to expend the excess funds on a TriMet project.

8. Separate Governments

The parties hereby agree and acknowledge that Metro and TriMet are separate and independent governmental bodies, and that the activities of one party, its officers, agents and employees do not constitute actions of the other party for any purpose whatsoever.

9. Mutual Indemnification

a) To the fullest extent provided by the Oregon Tort Claims Act and other applicable law, TriMet hereby agrees to indemnify and hold harmless Metro and its elected officials, officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of TriMet in performance of this Agreement.

b) To the fullest extent provided by the Oregon Tort Claims Act and other applicable law, Metro hereby agrees to indemnify and hold harmless TriMet and its officers, agents, and employees from and against any and all liability, damage, action, costs, loss, claims, and expenses (including attorney fees) arising out of the activities of Metro in performance of this Agreement.

10. Termination for Cause

- a) Subject to the notice provisions set forth in Section 2 below, Metro may terminate this Agreement, in full or in part, at any time during the term of the Agreement if Metro reasonably determines that TriMet has failed to comply with any provision of this Agreement and is therefore in default.
- b) Before terminating this Agreement in accordance with Section 1 above, Metro will provide TriMet with written notice that describes the reason(s) that Metro has concluded that TriMet is in default and includes a description of the steps that TriMet must take to cure the default. From the date that such notice of default is received by TriMet, TriMet will have 30 days to cure the default. If the default is of such a nature that it cannot reasonably be cured within 30 days, TriMet will have such additional time as required to cure the default, as long as it is acting in a reasonable manner and in good faith to cure the default. In the event TriMet does not cure the default within the 30-day period, Metro may terminate all or any part of this Agreement, effective on any date that Metro chooses following the 30-day period. Metro will notify TriMet in writing of the effective date of the termination.



Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

- c) TriMet will be liable to Metro for all reasonable costs and damages incurred by Metro as a result of and in documentation of the default. Following such termination, should Metro later determine or a court find that TriMet was not in default or that the default was excusable (e.g. due to a labor strike, fire, flood, or other event that was not the fault of, or was beyond the control of, TriMet) this Agreement will be reinstated or the parties may agree to treat the termination as a joint termination for convenience.

11. Joint Termination for Convenience

Metro and TriMet may jointly terminate all or part of this Agreement based upon a determination that such action is in the public interest. Termination under this provision will be effective only upon the mutual, written termination agreement signed by both Metro and TriMet.

12. Venue and Jurisdiction

The site of this Agreement is Portland, Oregon, and any arbitration or litigation arising from it will be governed by the laws of the State of Oregon and subject to the jurisdiction of the Circuit Court for Multnomah County.

13. Non-Transferability

This Agreement is binding on each party, its successors, assigns, and legal representatives and may not, under any circumstances, be assigned or transferred by either party.

14. Contacts

The Manager of this Agreement for Metro will be (until such time as the Chief Operating Officer may name a replacement):

Elissa Gertler
Planning and Development Director
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736

With copy to:

Grace Cho
Senior Transportation Planner
Metro
600 N.E. Grand Avenue
Portland, OR 97232-2736
Grace.cho@oregonmetro.gov
503-797-1776

Any and all correspondence and reports must be addressed to the Manager.



Intergovernmental Agreement

Metro Contract No. 936755
TriMet Contract No.

The Project Coordinator of this Agreement for TriMet is:

Jeff Owen
Strategic Planning Coordinator
TriMet Public Affairs
1800 S.W. 1st Avenue, Suite 300
Portland, OR 97201
Email: OwenJ@trimet.org
Phone: 503-962-5854

Any and all correspondence and payments must be addressed to the Project Coordinator.

15. Compliance with Laws

Metro and TriMet must comply with all applicable federal, state, and local laws, rules, and regulations, and must award all contracts in accordance with these laws, including without limitation the provision required in public contracts under the Oregon Public Contracting Code.

16. Counterparts

This Agreement may be executed in multiple counterparts and each counterpart shall be deemed to be an original. The counterparts together will constitute a single binding agreement. The Parties may exchange counterparts by signed Portable Document Format (PDF) files sent by email.

17. Entire Agreement

Notwithstanding and succeeding any prior agreements or practices, this Agreement constitutes the entire agreement between the parties and may be only expressly modified in writing signed by both parties.

IN WITNESS WHEREOF, the parties have executed this Agreement on the dates hereinafter indicated as follows.

Metro

DocuSigned by:
Marissa Madrigal
By: _____
Title: COO
Date: April 27, 2020

TriMet

By: [Signature]
Title: Ex. Dir. Public Affairs
Date: 4-21-2020

By: [Signature]
Title: Chief Financial Officer
Date: 3-16-2020

Agenda Item No. 4.3

Resolution No. 20-5134, For the Purpose of Appointing Committee
Members to the Committee on Racial Equity

Consent Agenda

Metro Council Meeting
Thursday, October 29, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING NEW) RESOLUTION NO. 20-5134
APPOINTMENTS TO THE METRO)
COMMITTEE ON RACIAL EQUITY) Introduced by Council President Lynn
Peterson

WHEREAS, in compliance with Metro’s Strategic Plan to Advance Racial Equity, Diversity and Inclusion (“Strategic Plan”) the Metro Council created the Committee on Racial Equity (“CORE”), approved its charter and confirmed the appointment of its two founding co-chairs on March 16, 2017; and

WHEREAS, by a fair and open process, Metro has recruited applicants for the CORE and the Metro Council President has appointed selected applicants consisting of members of the public who have a commitment to advancing racial equity and the skills, knowledge and lived experience to assist Metro Council and staff on the implementation and evaluation of the Strategic Plan; and

WHEREAS, Metro Code Chapter 2.19.030 requires that the Metro Council confirm appointments made by the Council President to Metro’s Advisory Committees; and

BE IT RESOLVED that the appointments by the Metro Council President to the CORE are hereby confirmed to serve for one two-year term, effective immediately, in the form attached as Exhibit A.

ADOPTED by the Metro Council this 29th day of October, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

Exhibit A to Resolution No. 20-5134, For the Purpose of Confirming New Appointments to the Metro Committee on Racial Equity

Appointments to Metro’s Committee on Racial Equity

October 15th, 2020

Table 1. Individuals recommended for appointment to Metro’s Committee on Racial Equity.

Name	County
Jamila Dozier	Multnomah
Rebecca Descombes	Washington
Nabin Dhimal	Multnomah
Anthony Deloney	Multnomah

IN CONSIDERATION OF RESOLUTION NO. 20-5134, FOR THE PURPOSE OF CONFIRMING
NEW APOINTMENTS TO THE METRO COMMITTEE ON RACIAL EQUITY

Date: Thursday, October 15 2020
Department: Office of the COO – Diversity,
Equity and Inclusion
Meeting Date: Thursday, October 29 2020

Prepared by: Sebrina Owens-Wilson, 503-797-
1774,
Presenter(s) (if applicable): N/A
Length: N/A

ISSUE STATEMENT

Resolution No. 20-5134 requests the appointment of four new members to Metro’s Committee on Racial Equity (CORE). This ensures the CORE can continue to fill their chartered role in advising Metro council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion.

ACTION REQUESTED

The Metro Council appoints four new members of Metro’s Committee on Racial Equity for two-year terms.

IDENTIFIED POLICY OUTCOMES

This ensures the CORE can continue to fill their chartered role in advising Metro council and staff on the implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion. Furthermore, the appointment of these four members supports CORE’s wide geographic representation, representation of diverse lived experiences, and inclusion of an array of relevant skills and knowledge that will support CORE in its mission.

POLICY QUESTION(S)

N/A

POLICY OPTIONS FOR COUNCIL TO CONSIDER

N/A

STAFF RECOMMENDATIONS

Staff recommends that the Metro Council appoint four new members of Metro’s Committee on Racial Equity for two-year terms. The members recommended for appointment, and their county of residence, are detailed in Exhibit A of Resolution No. 20-5134.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

N/A

BACKGROUND

The CORE is a committee that was created and chartered by the Metro Council in 2017 to advise the Council and staff in advancing racial equity to fulfill the purpose of good government, which is to serve all people effectively and create greater opportunities for people of color to thrive in the region. The CORE is an ongoing, standing Metro committee, whose main purpose is to:

- provide input and advice for the successful implementation of the Strategic Plan to Advance Racial Equity, Diversity and Inclusion (Strategic Plan);
- provide community oversight and opportunities for Metro to have greater accountability to the community on the implementation of the Strategic Plan;
- communicate Metro's progress in implementing the Strategic Plan, and
- assist Metro staff in the creation and implementation of the Strategic Plan evaluation.

In August 2020 DEI Program staff started the process to solicit applications from members of the public to serve on the CORE. Twenty two (22) complete applications were submitted by community members interested in serving on the CORE. Two community members (two current CORE members) and four Metro staff reviewed and assessed the applications received using the criteria for committee membership set forth in the CORE charter. This group presents four applicants recommended for appointment to the CORE. These community members (Tristan Penn and Karla Hernandez) and Metro staff (Raahi Reddy, Sebrina Owens-Wilson, Molly Cooney-Mesker and Ina Zucker) met on September 30, 2020 to identify the roster of recommended appointments. After thoughtful consideration and deliberation, they agreed on the four names to recommend for appointment, which are listed in Exhibit A to Resolution 20-5134

ATTACHMENTS

Short biographies for members recommended for appointment are included in Exhibit A to the Staff Report on Resolution No. 20-5134.

Exhibit A to the Staff Report on Resolution No. 20-5134, For the Purpose of Confirming New Appointments to the Metro Committee on Racial Equity

Committee on Racial Equity

Member appointment – member biographies

Jamila Aurora Dozier

Affiliation:

Pronouns: she/her/hers

County of residence: Multnomah County

About: “As a person holding multiple sociocultural marginalized identities, the pursuit of racial equity is vital to my very existence and overall survival. Racial equity matters as every human being deserves the right to self agency, housing, food, wellness, joy, community, safety, and radical imagination. For the past 2 years, I have served on the Human Rights Commission for the City of Portland, working collectively to provide policy recommendations to address houselessness, racist policing structures, and racial and gender discrimination. In a professional sense, I serve as the East Portland Policy Coordinator for the Portland Housing Bureau, working toward creating housing stabilization for Portlanders who have been displaced, and implementing preventative programs to prevent further displacement.”

Rebecca Descombes

Affiliation: Native American Youth and Family Center (NAYA)

Pronouns: she/her/hers

County of residence: Washington County

About: “I am Inupiaq Eskimo from Utqiagvik, Alaska, a very remote town located at the top of Alaska. As remote as Utqiagvik is, I grew up in a pretty diverse community. Racial Equity to me means that all voices can and will be heard in a safe and open environment for the collective good. My Grandfather, Eben Hopson, paved the way for many Alaskan Native / Native American communities throughout Alaska's territories in the 60s-80s. The biggest lesson I learned from him is the importance of having a voice and to speak up for or against systems of oppression that doesn't generally support Native voices. Times have changed since then yet there are still communities that still have no representation and/or voices to be heard on policies that directly impact them. I was raised and taught to continue to fight for Native communities wherever I may live as I have found a home right here in Washington County.”

Nabin Dhimal

Affiliation: Immigrant and Refugee Community Organization (IRCO)

Pronouns: he/him/his

County of residence: Multnomah County

About: “As a refugee and, a person of color with my lived experience, racial equity work is very personal and close to my heart. Racial equity concedes us to recognize and acknowledge the historical perpetual systems of oppression and exclusion. Currently, I am working at the Immigrant and Refugee Community Organization as a program coordinator in IRCO's School Linked Youth Academic Programs overseeing the program's vision and assuring it aligns with best practices in the field. Specifically, with Restorative Justice, culturally responsive teaching, social and emotional learning.”

Anthony Deloney

Affiliation: Self Enhancement, Inc. (SEI)

Pronouns: he/him/his

County of residence: Multnomah County

About: "I am a 47 year native of Portland. Specifically, Northeast Portland. I have dedicated my entire professional life to serving my community and I'm currently in my 25th year at Self Enhancement, Inc. I am a father, husband, coach, mentor, teacher and servant to those around me and I believe I have a lot to offer this committee. Racial equality has always come down to a simple belief for me, "If you are not at the table, you're on the menu". Black and brown people have been left out of the conversation on far too many decisions in our city, county, state and country. There has been a racial reckoning across our country, and I'm excited to play my part in being a loud voice for the people I represent."

Agenda Item No. 5.1

Resolution No. 20-5135, For the Purpose of Proclaiming November 2020 as Native
American Heritage Month in the Greater Portland Area

Resolutions

Metro Council Meeting
Thursday, October 29, 2020

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF PROCLAIMING
NOVEMBER 2020 AS NATIVE AMERICAN
HERITAGE MONTH IN THE GREATER
PORTLAND AREA

RESOLUTION NO. 20-5135

Introduced by Chief Operating Officer
Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, Metro recognizes the greater Portland area is built upon the ancestral homelands, villages and traditional use areas of the tribes, bands and Indigenous people of this region who have stewarded these lands we cherish since time immemorial;

WHEREAS, we owe a special acknowledgement to the many tribes and bands and their descendants who ceded these lands in treaties with the United States; and

WHEREAS, Metro recognizes tribes as political institutions possessing inherent rights and sovereignty to provide for the social, cultural, religious and economic welfare of their citizens; and

WHEREAS, Metro is committed to promoting trustworthy and meaningful relationships with tribal nations, their citizens and the greater Portland Native American community under a banner of truth, goodwill and hope; and

WHEREAS, tribes and Native people carry cultural wisdom, traditional knowledge, and professional expertise into every part of our communities, distinguishing themselves as artists, scientists, history makers, storytellers, entrepreneurs and leaders; and

WHEREAS, one percent of Metro's workforce are employees who identify as American Indian or Alaska Native; and

WHEREAS, Metro recognizes the development of the greater Portland area in the confluence of the Willamette and Columbia Rivers has ongoing, far-reaching impacts on many tribes and Native communities who have been displaced and disconnected from their homelands and resources; and

WHEREAS, Native American Heritage Month provides an opportunity to recognize the achievements and contributions of tribes and Native people in our region and society, while not forgetting Oregon's and the United States' past transgressions, injustices, acts of violence, thefts of lands and genocidal policies which we vow to never repeat; and

WHEREAS, Metro has a responsibility to implement our goals, projects and initiatives in a manner which interrupts the systemic erasure of Native people, upholds tribal sovereignty and treaties, instills cultural values and reflects the contemporary presence and interests of these nations and peoples; and

BE IT RESOLVED, Metro shall recognize every November as National Native American Heritage Month to honor the legacy and ongoing contributions of tribes and Native people throughout our vibrant community and region, and Metro encourages other businesses, organizations, public institutions, and community members to recognize National Native American Heritage Month and celebrate the tribal nations and people who deeply enrich the quality and character of our community making Portland and Oregon a better place to live and work; and

BE IT FURTHER RESOLVED, Metro shall continue its efforts to promote the sovereignty, prosperity and well-being of tribes and the greater Portland Native American community through implementing our programs and activities within the context of honoring and respecting tribal treaty rights, tribal trust responsibilities, cultural heritage and the pursuit of traditional life-ways for present and future generations.

ADOPTED by the Metro Council this twenty-ninth day of October, 2020.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 20-5135, FOR THE PURPOSE OF PROCLAIMING NOVEMBER AS NATIVE AMERICAN HERITAGE MONTH IN THE GREATER PORTLAND AREA

Date: October 26, 2020
Department: Council Office
Meeting Date: October 29, 2020

Prepared by: Katie McDonald
Katie.McDonald@oregonmetro.gov

ISSUE STATEMENT

The Metro Council has an opportunity to honor and celebrate the rich and diverse tribal cultures, traditions and histories as well as acknowledge the important contributions of tribes and native people in this region and beyond by adopting Resolution No. 20-5135 recognizing November as Native American Heritage Month in the greater Portland area.

ACTION REQUESTED

Consideration and vote on Resolution No. 20-5135.

IDENTIFIED POLICY OUTCOMES

Advancing the Metro Council's proclamation to observe Native American Heritage Month annually each November in the greater Portland area to honor and celebrate the many significant contributions and histories of tribes and native people throughout our vibrant community. We encourage all to recognize Native American Heritage Month and take time to deepen their understanding of the history and cultural significance of the tribes and native people of this land.

STAFF RECOMMENDATIONS

Staff recommends the Metro Council adopt Resolution No. 20-5135.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- Council adoption of this resolution will further Metro's efforts to build relationships, promote effective communication and coordination, seek opportunities for partnership with sovereign tribal partners, and implement its programs and

activities within the context of honoring and respecting tribal rights, cultural heritage and traditional life-ways

- Council adoption of this resolution will further Metro’s commitment to the goals stated in the Strategic Plan to advance Racial Equity, Diversity and Inclusion, in particular:
 - Metro meaningfully engages communities of color
 - Metro hires, trains and promotes a racially diverse workforce
 - Metro creates safe and welcoming services, programs and destinations

- Known Opposition/Support/Community Feedback
None

- Legal Antecedents
Metro Council Resolution No. 15-4663; Metro Council Resolution No. 16-4748; Metro Council Resolution No. 17-4851; Metro Resolution No. 18-4936; Metro Resolution 19-4992; Resolution No. 19-5036.

- Anticipated Effects
Metro shall recognize every November as Native American Heritage Month in the greater Portland area.

- Financial Implications
None

BACKGROUND

Metro recognizes the greater Portland area is built upon the ancestral homelands, villages and traditional use areas of the tribes, bands and Indigenous People of this region who have been caretakers of these lands we cherish since time immemorial.

Native American Heritage Month is a time to celebrate the rich and diverse tribal cultures, traditions, and histories as well as to acknowledge the important contributions of tribes and Native people. It is an opportune time to educate the general public about tribes, to raise a general awareness about the unique challenges Native people have faced both historically and in the present, and the ways in which they have worked to conquer these challenges.

It is important for us to never forget Oregon’s and the United States’ history of violence, forced migration, thefts of lands and resources, broken treaties, termination, relocation and other assimilative policies. Through these harmful government policies and practices, many tribes and Native people were forcibly removed from their homelands in our region, across Oregon and the country. Today, as a result, Portland has one of the country’s largest urban Native populations.

Native American Heritage Month originated from an effort in the 1900s to gain a day of recognition for the significant contributions tribes and native communities made to not only establish but grow the United States. Such efforts were made by courageous Indigenous People, including, but not limited to, Dr. Arthur C. Parker, Sherman Coolidge, and Red Fox James. In 1990 President George H.W. Bush approved a joint resolution designating November 1990 as “National Native American Heritage Month.” Since 1995, Presidents have issued annual proclamations which designate November as National Native American Heritage Month.

For many years, Metro, the City of Portland, other cities, jurisdictions and the State of Oregon have recognized and observed National Native American Heritage Month.

In May 2017, the Metro Council adopted an updated Diversity Action Plan, following Council’s 2016 adoption of the Strategic Plan to Advance Racial Equity, Diversity, and Inclusion. Together, these policies seek to address systemic inequities and create a more equitable region for all by focusing on racial equity, diversity and inclusion of historically marginalized communities in every aspect of Metro’s work. Metro is guided by the values adopted in the Strategic Plan to Advance Racial Equity, Diversity and Inclusion and is committed to helping remove the systemic and racist barriers that impact the greater Portland Native American community.

In recent years Metro has strategically created staff positions such as the Parks and Nature Indigenous Community Liaison and Tribal Policy Advisor to work collaboratively to develop and implement policies and practices that create trust, partnership and enhance access and opportunity with sovereign tribal governments and Indigenous community members. These efforts reflect and affirm Metro’s commitment to building a community that fosters a deeper understanding and appreciation for the diversity of culture and history of the tribes in our region and our commitment to work with tribal nations to protect their rights, interests and resources in the greater Portland metropolitan area.

Declaring November as Native American Heritage Month in the greater Portland area will honor and acknowledge the histories, cultures and resiliency of tribes and Native people in this region and beyond. Metro shall continue its efforts to partner with tribal nations and the greater Portland Native American Community to promote prosperity and well-being through implementing our programs and activities within the context of honoring and respecting tribal rights, cultural heritage and the pursuit of traditional life-ways for present and future generations.

ATTACHMENTS

None

Materials following this page were distributed at the meeting.



Annual Report FY 2019-20

Office of the Auditor

Brian Evans, Metro Auditor

Phone: 503-797-1892

Email: auditor@oregonmetro.gov

Twitter: @MetroAuditor

Website: www.oregonmetro.gov/metro-auditor

Accountability Hotline: 888-299-5460 or www.metroaccountability.org

Auditor responsibilities

- Conduct performance audits
- Manage contract for financial audit
- Administer the Accountability Hotline

Accomplishments

- Completed five audits
- Exceeded the office's target for the quality of our work based on surveys of audited programs
- Increased the number of audits completed by each full-time equivalent employee
- Made progress on in rebalancing audit coverage among departments
- Reduced the response time for reports made to the Accountability Hotline

Performance measures

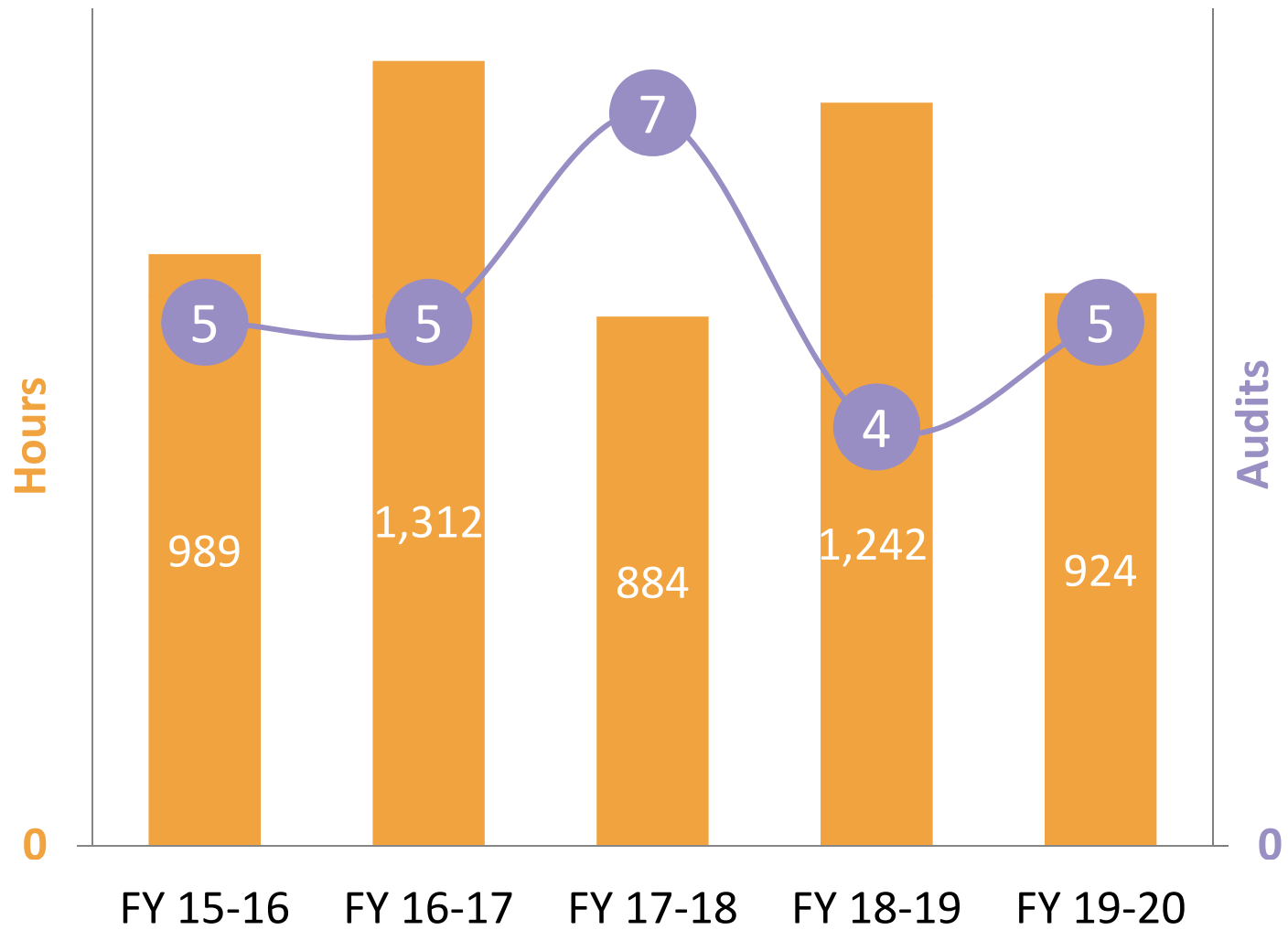
Efficiency

- Average hours to complete an audit and number of audits
- Audits completed per full-time equivalent (FTE) employee

Effectiveness

- Total audit hours per department
- Auditee feedback
- Audit recommendation implementation rate

Average hours per audit and number of audits

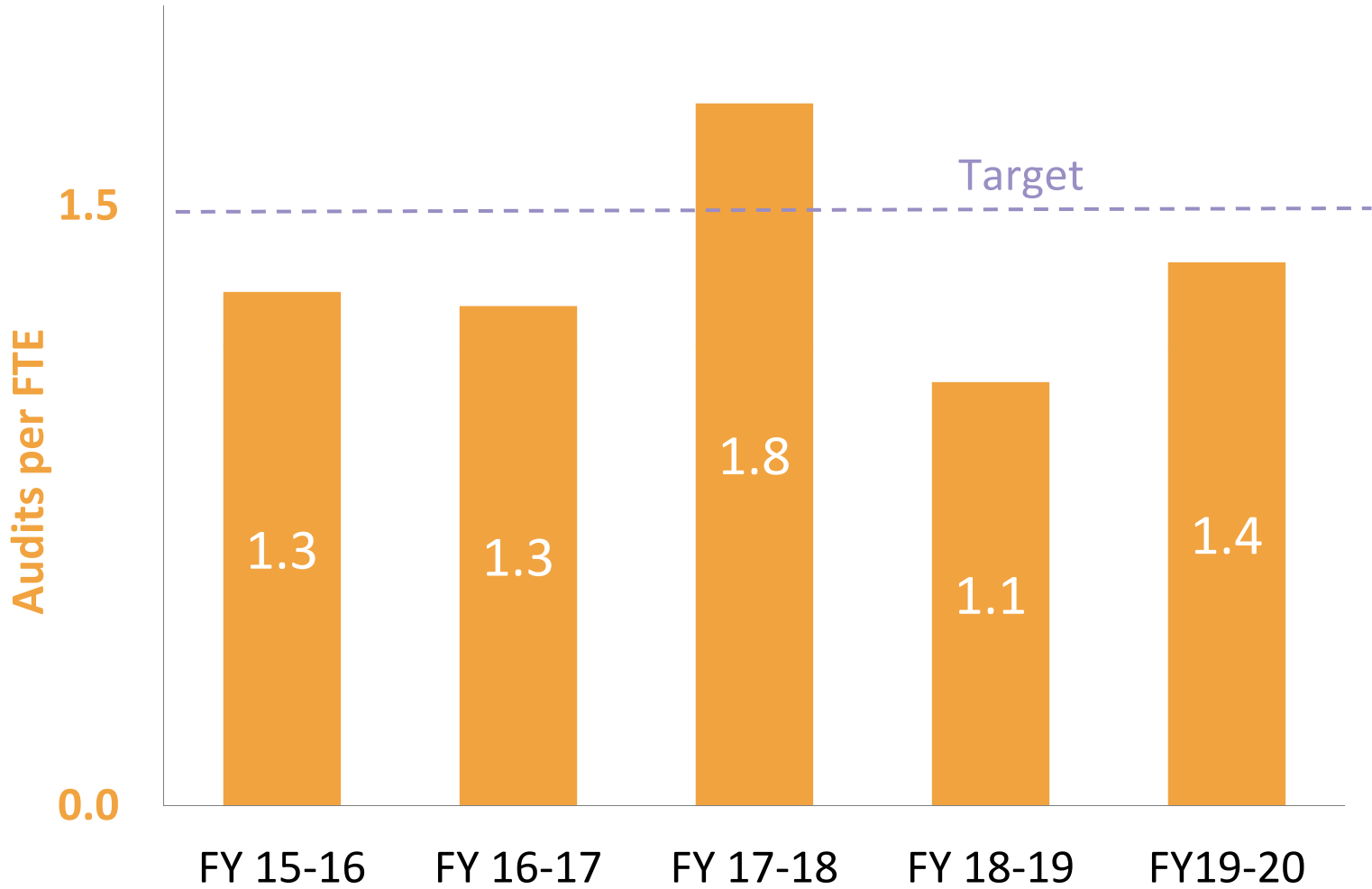


October 2020

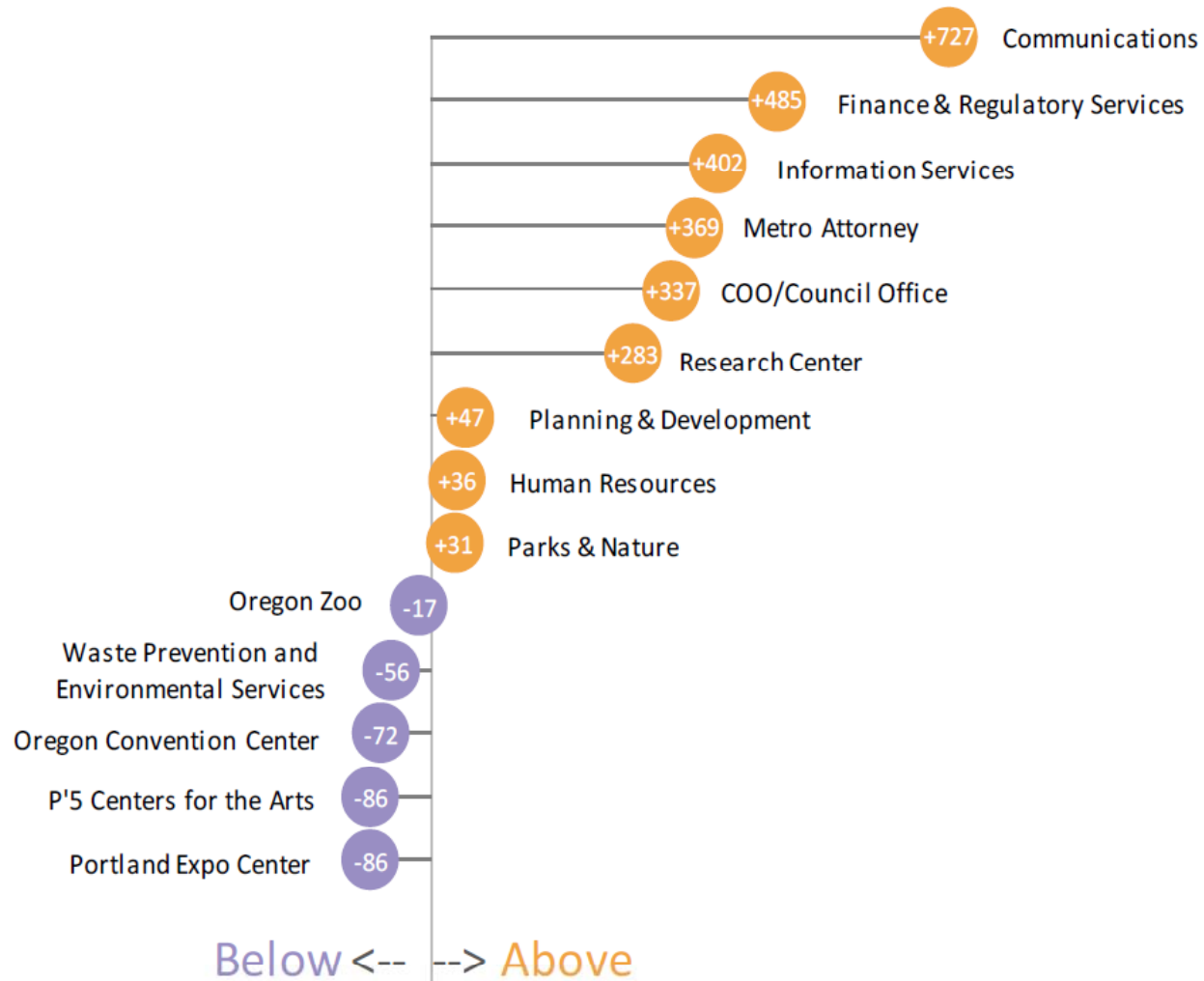
Audits released

- Code of Ethics (December 2019)
- Employment Agreements (January 2020)
- Criminal Background Checks (February 2020)
- Research Center (March 2020)
- Financial Condition of Metro (June 2020)

Audits per full-time equivalent employee



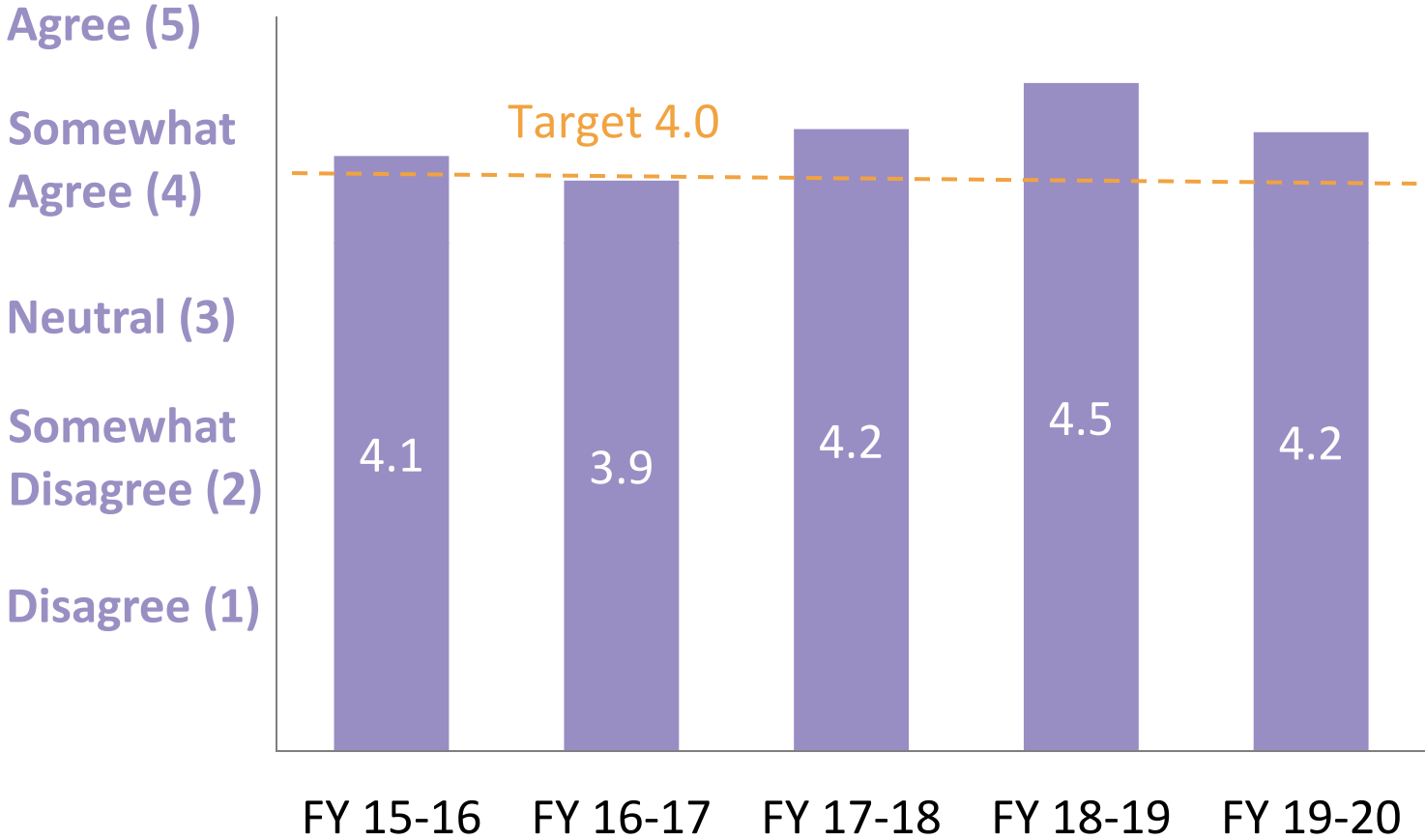
Audit hours per department



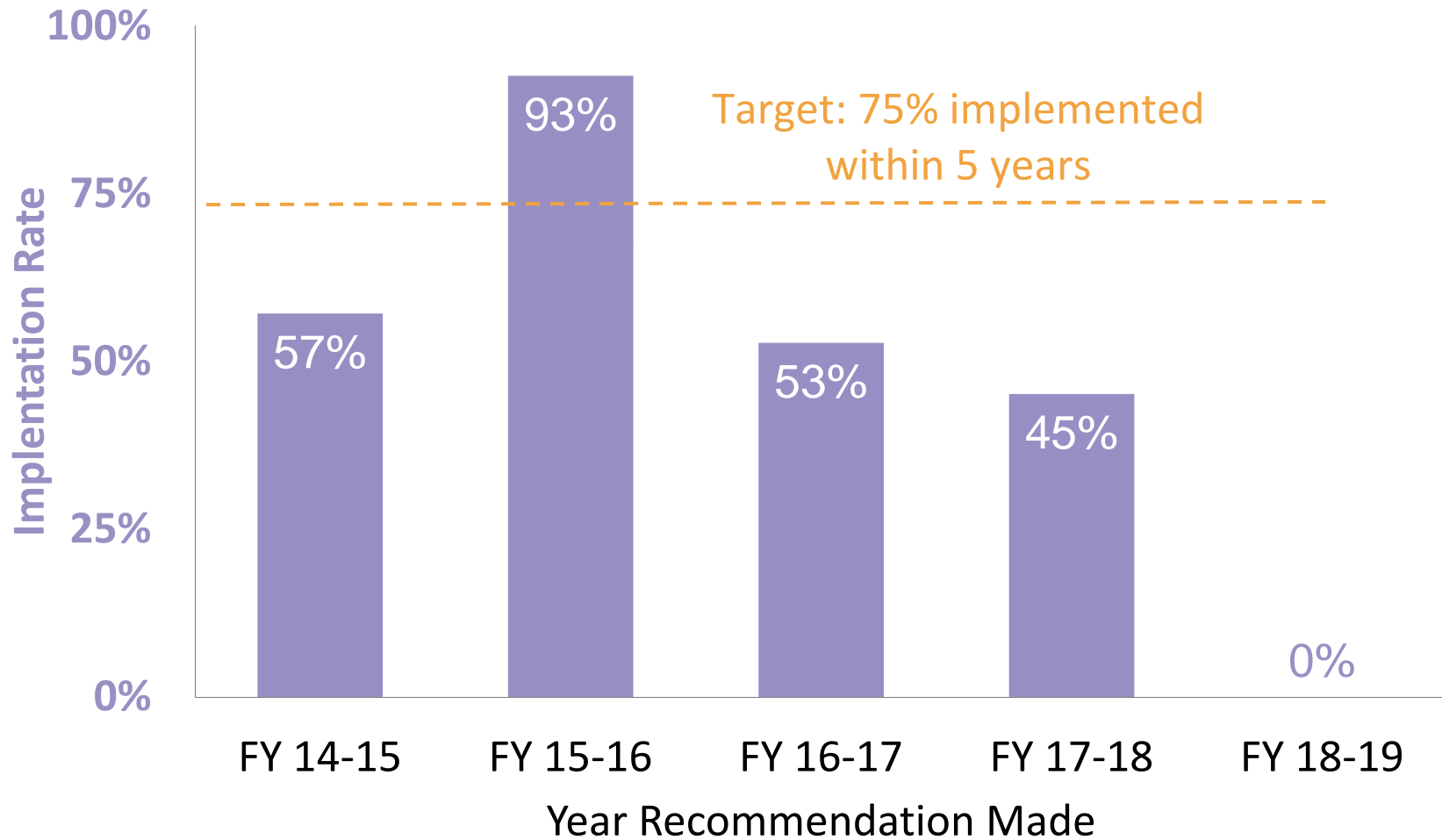
Average Audit Hours per \$1 Million Expenditure

October 2020

Auditee feedback

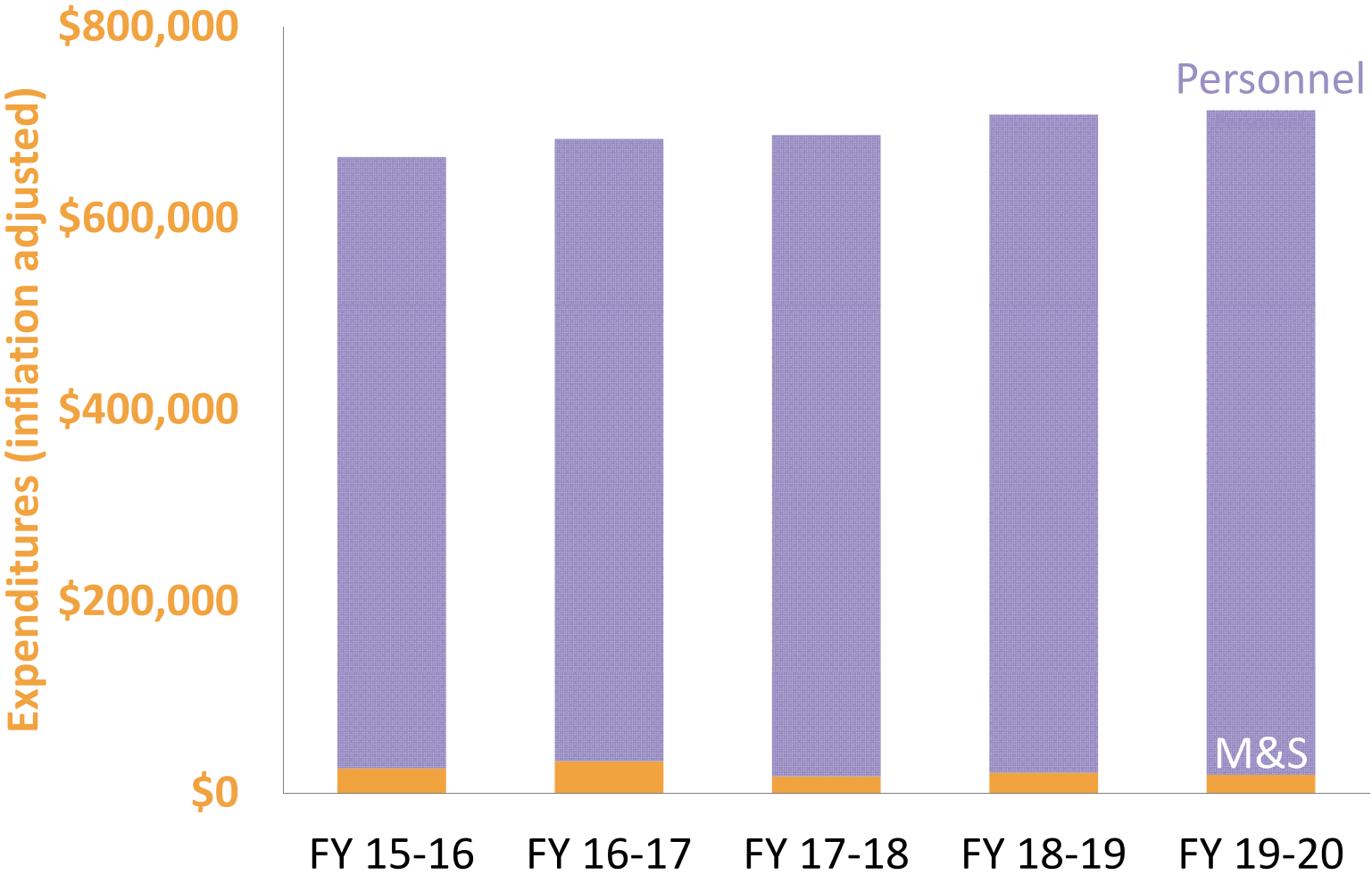


Audit recommendation implementation rate



October 2020

Expenditures



Audit schedule FY 2020-21

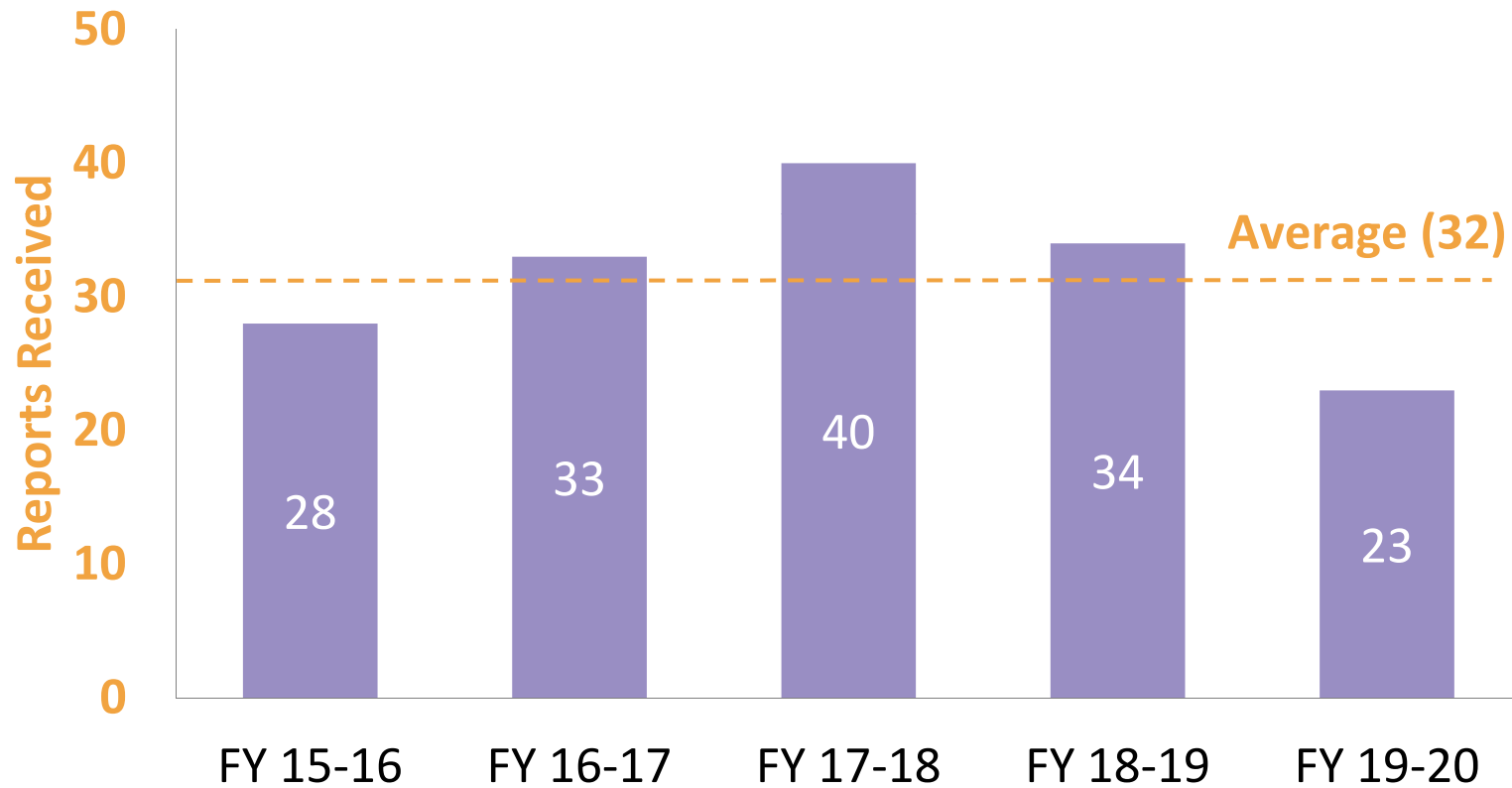
Audits underway

Title	Expected Completion
Affordable Housing Bond Implementation	November 2020
Solid Waste Service Equity	December 2020
Supportive Housing Services	TBD

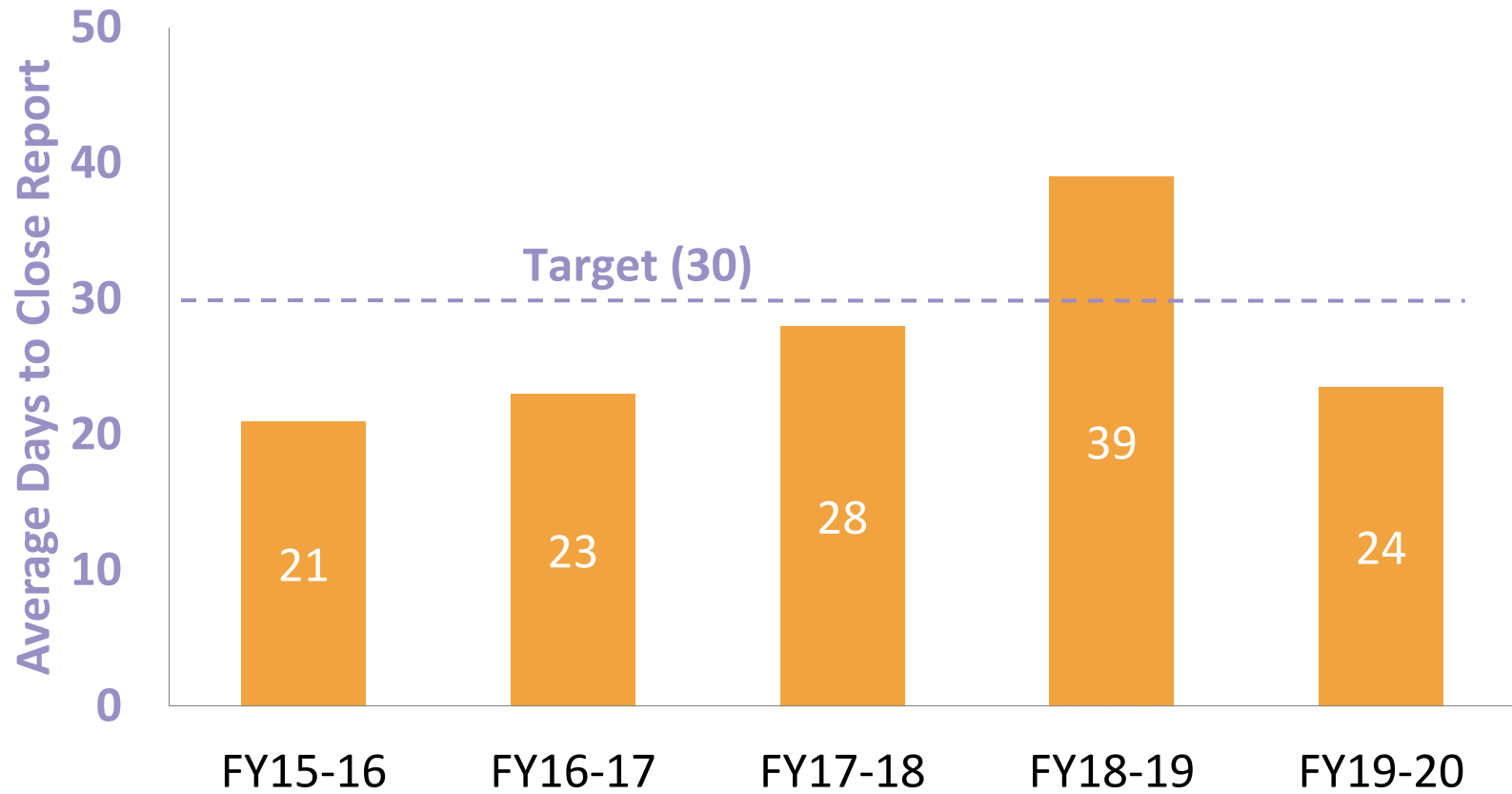
Planned audits

Title	Expected Start
Diversity, Equity and Inclusion Program	2021
Zoo Organizational Culture Follow-up	2021
Emergency Management Follow-up	2021

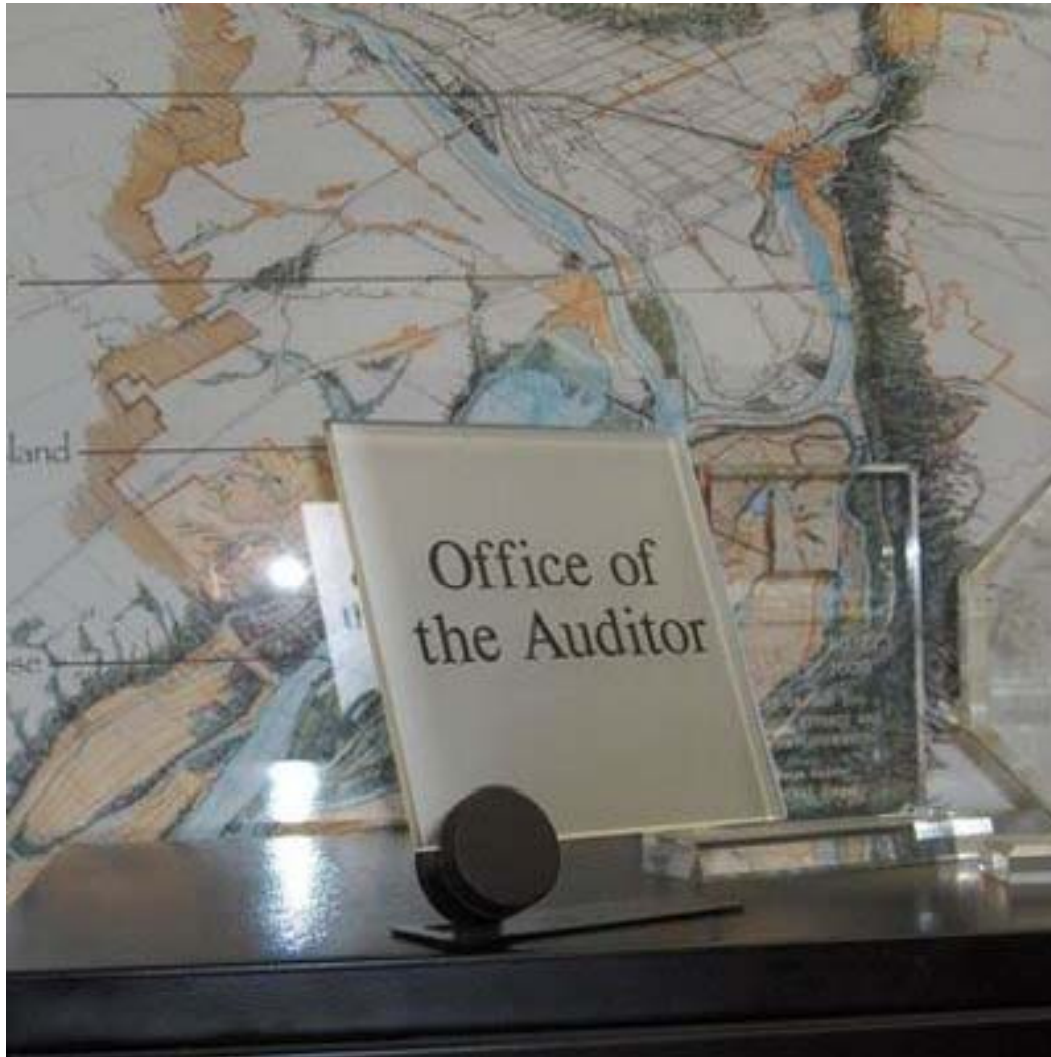
Reports received by accountability line



Average days to close report



Questions?



October 2020