



600 NE Grand Ave.  
Portland, OR 97232-2736

## Council meeting agenda

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Thursday, January 7, 2021

2:00 PM

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

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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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Written comments received by noon on the day of the meeting will be provided to the council prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-797-1916 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](mailto: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](mailto:legislativecoordinator@oregonmetro.gov). Individuals will have three minutes to testify unless otherwise stated at the meeting.

### 3. Consent Agenda

3.1 Consideration of the Council Meeting Minutes for the December 17, 2020 Minutes. [20-5497](#)

Attachments: [121720](#)

3.2 Resolution No. 21-5153, For the Purpose of Organizing the Metro Council and Confirming Committee Members [RES 21-5153](#)

Attachments: [Resolution No 21-5153](#)

[Exhibit A](#)

[Staff Report](#)

- 3.3 Resolution No. 20-5151, For the Purpose of Amending Five Existing and Adding Six New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Clackamas County, Metro, ODOT, SMART, and Trimet (DC21-05-DEC) [RES 20-5151](#)  
Attachments: [Resolution No. 20-5151](#)  
[Exhibit A to Resolution](#)  
[Staff Report](#)

**4. Ordinances (First Reading and Public Hearing)**

- 4.1 Ordinance No. 21-1455, For the purpose of annexing to the Metro District Boundary approximately 16.25 acres located at the corner of SW Frog Pond Lane and Stafford Road in Wilsonville. [ORD 21-1455](#)  
Presenter(s): Tim O’Brien, Metro  
Attachments: [Ordinance No. 21-1455](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)

- 4.2 Ordinance No. 21-1456, For the purpose of annexing to the Metro District Boundary approximately 38.49 acres located generally west of NE Constable Street in Hillsboro. [ORD 21-1456](#)  
Presenter(s): Tim O’Brien, Metro  
Attachments: [Ordinance No. 21-1456](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)

- 4.2.2 Public Hearing for Ordinance No. 21-1455 & Ordinance No. 21-1456

**5. Chief Operating Officer Communication**

**6. Councilor Communication**

**7. Adjourn**

# Metro respects civil rights

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### 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](http://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](http://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](http://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](http://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](http://www.oregonmetro.gov/civilrights). 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1700를 호출합니다.

### Metro의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](http://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](http://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](http://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](http://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](http://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](http://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](http://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](http://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 hnub ua hauj lwm ua ntej ntawm lub rooj sib tham.

**Television schedule for Metro Council meetings**

<p><b>Clackamas, Multnomah and Washington counties, and Vancouver, WA</b>  Channel 30 – Community Access Network  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  Call or visit web site for program times.</p>	<p><b>Portland</b>  Channel 30 – Portland Community Media  <i>Web site:</i> <a href="http://www.pcmtv.org">www.pcmtv.org</a>  <i>Ph:</i> 503-288-1515  Call or visit web site for program times.</p>
<p><b>Gresham</b>  Channel 30 - MCTV  <i>Web site:</i> <a href="http://www.metroeast.org">www.metroeast.org</a>  <i>Ph:</i> 503-491-7636  Call or visit web site for program times.</p>	<p><b>Washington County and West Linn</b>  Channel 30– TVC TV  <i>Web site:</i> <a href="http://www.tvctv.org">www.tvctv.org</a>  <i>Ph:</i> 503-629-8534  Call or visit web site for program times.</p>
<p><b>Oregon City and Gladstone</b>  Channel 28 – Willamette Falls Television  <i>Web site:</i> <a href="http://www.wftvmedia.org/">http://www.wftvmedia.org/</a>  <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](http://www.oregonmetro.gov) and click on public comment opportunities.

Agenda Item No. 3.1

**Consideration of the Council Meeting Minutes for December 17, 2020**

*Consent Agenda*

Metro Council Meeting  
Thursday, January 07, 2021

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, December 17, 2020**

**2:00 PM**

**This meeting was held virtually**

**Council meeting**

**1. Call to Order and Roll Call**

Council President Lynn Peterson called the Metro Council meeting call to order at 2:02 p.m.

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

**2. Public Communication**

There was none.

**3. Consent Agenda**

**Approval of the Consent Agenda**

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

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

3.1 Considerations of the Council Meeting Minutes for December 10, 2020

3.2 Resolution No. 20-5141, For the Purpose of Amending the FY 2020-21 Unified Planning Work Program (UPWP) to Include Three Additional Planning Projects Funded Since the UPWP was Adopted

**4. Resolutions**

4.1

Resolution No. 20-5138, For the Purpose of Accepting the Findings in the Regional Framework for Highway Jurisdictional Transfer Study

Council President Peterson introduced Ms. Margi Bradway, Deputy Director of Planning, and Mr. John Mermin, Senior Transportation Planner, to present on Resolution No. 20-5138. Ms. Bradway reminded the Council of the origins on the highway jurisdictional transfer study. She mentioned that the study doesn't relay to the actual transfer, but it

would lead toward it. Mr. Mermin briefly spoke to public comments regarding the study. The themes varied from general agreement and concern about funding required for the transfer. He mentioned comments received from the consultants regarding next steps. Mr. Mermin then commented on the commitment to move forward and to keep others updated on the transfer.

*Council Discussion*

The Councilors thanked staff for their work.

**A motion was made by Councilor Craddick, seconded by Councilor Gonzalez, 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. 20-5142, For the Purpose of Adopting Solid Waste Fees at the Metro Transfer Stations and the Regional System Fee for FY2021-22

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

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

**5. Ordinances & Resolutions (Deferred Vote from 12/10)**

- 5.1 Resolution No. 20-5148, For the Purpose of Adopting the Supportive Housing Services Work Plan

Council President Peterson introduced Ms. Jes Larson, Housing Policy Program Manager, and Ms. Rachel Lembo, Finance Manager, to present on the Supportive Housing Services package which included Resolution No. 20-5148,



Ordinance No. 20-1452, Ordinance No. 20-1453 and Ordinance No. 20-1454. Ms. Larson provided brief comments to remind the Councilors of the Supportive Housing Services package. She mentioned that the work codified measure 26-210. She reported on the measure requirement on rent assistance and that the program would create 5,000 supportive housing placements. She spoke to the advisory body to be created to support the oversight committee and that the program implementation would begin in the summer. Ms. Lembo discussed the revenue tax collection process. She reminded that the proposed code was made with an advisory table. She then discussed the amendment.

*Council Discussion*

There was none.

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

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

- 5.2 Ordinance No. 20-1452, For the Purpose of Adding a New Title XI to the Metro Code and a New Chapter 11.01 "Supportive Housing Services Program" within that Title

*Council Discussion*

There was none.

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

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

- 5.3 Ordinance No. 20-1453, For the Purpose of Adding a New Metro Code Section 2.19.270 Establishing a Supportive Housing Services Regional Oversight Committee

*Council Discussion*

There was none.

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

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

- 5.4 Ordinance No. 20-1454, For the Purpose of Amending Metro Code Title VII to Add New Chapters 7.05 “Income Tax Administration for Personal and Business Taxes”, 7.06 “Personal Income Tax”, and 7.07 “Business Income Tax”

Councilor Craddick proposed an amendment that would add language to evaluate apportionment for gross business income in coordination with the City of Portland and Multnomah County by December of 2022. She moved to amend Ordinance No. 20-1454 to insert a new paragraph six.

*Council Discussion*

Councilors thanked Councilor Craddick for bringing up the amendment

Councilor Dirksen commented on the dire importance of the Supportive Housing Services.

Councilor Chase discussed how the Supportive Housing Services would be a massive part of Metro's six desired outcomes project.

Councilor Stacey thanked the individuals who helped with the measure, especially the Here Together Coalition.

Councilor Craddick thanked the Here Together Coalition and staff for their work.

Councilor Lewis spoke to the importance of the Supportive Housing Services measure.

Councilor Gonzalez thanked all stakeholders for their work and dedication.

Council President Peterson extended her thanks to all individuals who assisted in getting the measure through and continuing its work.

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

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

5.4.1 Public Hearing for Resolution No. 20-5148, Ordinance No. 20-1452, 20-1453, and 20-1454

Jon Isaacs, Portland Business Alliance: voiced his support in the changes to Ordinance No. 20-1545, but also raised concerns on the taxation collection.

Jim Brinkman: voiced his concern on the income taxation of the Supportive Housing Services package.

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**6. Chief Operating Officer Communication**

Ms. Marissa Madrigal discussed the CARES act funding in regard to the Visitor Venues and thanked the Council for their work.

**7. Councilor Communication**

Councilor's and staff members recognized and thanked Councilor Dirksen and Councilor Chase for their work and dedication as they leave the Metro Council Office.

**8. Adjourn**

There being no further business, Council President Peterson adjourned the Metro Council meeting at 4:35 p.m. The Metro Council will convene the next regular Council meeting on January 07 at 2:00 p.m.

Respectfully submitted,



Diadira Pedro-Xuncax, Council Policy Assistant

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF DECEMBER 17, 2020**

<b>ITEM</b>	<b>DOCUMENT TYPE</b>	<b>DOC DATE</b>	<b>DOCUMENT DESCRIPTION</b>	<b>DOCUMENT NO.</b>
<b>2.</b>	Written Testimony	12/17/20	Written Testimony from Jim Brinkman	121720c-01
<b>2.</b>	Written Testimony	12/17/20	Written Testimony from Jeff Lang	121720c-02
<b>3.1</b>	Minutes	12/17/20	Council Meeting Minutes for December 10, 2020	121720c-03
<b>4.1</b>	PowerPoint	12/17/20	Regional Framework for Highway Jurisdictional Transfer Request for Action on Final Report	121720c-04

Agenda Item No. 3.2

**Resolution No. 21-5153**, For the Purpose of Organizing the Metro Council and  
Confirming Committee Members

*Consent Agenda*

Metro Council Meeting  
Thursday, January 07, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ORGANIZING THE ) RESOLUTION NO. 21-5153  
METRO COUNCIL AND CONFIRMING )  
COMMITTEE MEMBERS ) Introduced by Council President Lynn  
Peterson

WHEREAS, the Metro Charter, Chapter IV Section 16 (5) directs the Metro Council to adopt an annual organizing resolution for the orderly conduct of Council business; and

WHEREAS, Chapter 2.01 of the Metro Code directs the Metro Council at its first meeting after the first Monday in January each year to elect a Deputy Council President for the ensuing year; directs the Metro Council to establish such committees as the Council deems necessary for the orderly conduct of Council business; and provides that the Council President shall appoint certain committee members and committee chairs subject to confirmation by the Council by Resolution; and

WHEREAS, the Council President has nominated Councilor Shirley Craddick to serve as the Deputy Council President for 2021; and

WHEREAS, the Council President has appointed Councilor Shirley Craddick as Chair of the Joint Policy Advisory Committee on Transportation (JPACT), Councilors Christine Lewis and Juan Carlos Gonzalez as members of JPACT, and Councilor Bob Stacey as an alternate member of JPACT; and

WHEREAS, the Council President has appointed Councilor Bob Stacey, Councilor Christine Lewis, and Councilor Gerritt Rosenthal as members of the Metropolitan Policy Advisory Committee (MPAC); and

WHEREAS, the Council President has appointed Councilors to chair and serve as members or alternates on those committees, commissions and boards as set forth in the attached Exhibit A for 2021, and the remaining Councilors wish to confirm those appointments; and

WHEREAS, the Council President has also designated Councilors to serve as liaisons or representatives of the Council for various functions, organizations, and issues determined to be related to carrying on the orderly business of the Council as also set forth in attached Exhibit A]; now therefore,

BE IT RESOLVED:

1. That the Metro Council elects Councilor Shirley Craddick as Deputy Council President for 2021.
2. That the Metro Council confirms the Council President’s appointments of Councilors to JPACT and MPAC.
3. That the Metro Council approves the designation of Councilors to serve as liaisons or representatives of the Council as also set forth in Exhibit A.

ADOPTED by the Metro Council this 7th day of January 2021.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



## 2021 Metro Council Liaison Assignments

Revised November 25<sup>th</sup> 2020

### SECTION I: ASSIGNMENTS and/or APPOINTMENTS REQUIRED BY LAW, CODE OR STATUTE

Obligatory liaison assignments are required by the Metro Charter, Metro Code or other statute. These positions are appointed by the Council President and confirmed by the Metro Council.

COMMISSION or ADVISORY COMMITTEE	SOURCE OF REQUIREMENT	COMMITMENT	COUNCILOR(S) ASSIGNED
<b>Deputy Metro Council President</b>	Metro Charter	Weekly meetings	<b>Craddick</b>
<b>Joint Policy Advisory Committee on Transportation (JPACT)</b>	Federally mandated/MPO role; JPACT Bylaws	Meets at 7:30 a.m. the third Thursday of each month; other meetings as needed	<b>Craddick (Chair)</b> <b>Lewis</b> <b>Gonzalez</b>
<b>JPACT Alternate</b>	Federally mandated/MPO role; JPACT Bylaws	As needed	<b>Stacey</b>
<b>Metro Policy Advisory Committee (MPAC)</b>	Metro Charter	Meets at 5:00 p.m. on the fourth Wednesday of each month; other meetings as needed	<b>Lewis</b> <b>Rosenthal</b> <b>Stacey</b>
<b>Bi-State Coordination Committee</b>	Metro resolution/IGA; Originally created by JPACT and SWRTC	As needed; usually meets twice annually	<b>Craddick</b> <b>Nolan (Alternate)</b>

### SECTION II: OTHER REQUIRED APPOINTMENTS

Other liaison assignments are required by Metro legislation or intergovernmental agreements. These positions are appointed by the Council President. Confirmation by the Council is not required.

OTHER COMMITTEE	SOURCE OF REQUIREMENT	COMMITMENT	COUNCILOR(S) ASSIGNED
<b>Committee on Racial Equity (CORE)</b>	Bylaws; 2 Metro Councilors serve as non-voting members	Meets every other month	<b>Lewis</b> <b>Nolan</b>
<b>Forest Grove Community Enhancement Grant Committee</b>	IGA District 4 duty	As needed	<b>Gonzalez</b>

<b>Gresham Community Enhancement Grant Committee</b>	IGA District 1 duty	As needed	<b>Craddick</b>
<b>Metro Audit Committee</b>	Metro Code/Metro ordinance	Meets twice annually	<b>Rosenthal</b>
<b>Metro Central Enhancement Committee</b>	Metro Code District 5 duty	Meets no less than two times during calendar year funding cycle	<b>Nolan</b>
<b>Metropolitan Exposition-Recreation Commission (MERC) Council Liaison</b>	Metro Code	Meets the first Wednesday of every month	<b>Lewis Rosenthal (Alternate)</b>
<b>Natural Areas Capital Program Oversight Committee</b>	Metro Code – will transition to bond oversight committee	Meets as needed	<b>Craddick Lewis Nolan</b>
<b>Oregon City Metro Enhancement Committee</b>	IGA District 2 duty	Meets as needed	<b>Lewis</b>
<b>Oregon Zoo Bond Citizens' Oversight Committee</b>	Metro ordinance	Meets quarterly	<b>Craddick Lewis (Alternate)</b>
<b>Oregon Zoo Foundation (OZF) Board Ex Officio Members</b>	Agreement with OZF, OZF bylaws: allows 2 Councilors; being amended for 3	Meets quarterly	<b>Lewis Gonzalez Rosenthal</b>
<b>Parks Refinement Liaison</b>	Metro resolution – ends December 31, 2021	Meets monthly	<b>Craddick Stacey Lewis</b>
<b>Sherwood Community Enhancement Grant Committee</b>	IGA District 3 duty	As needed	<b>Rosenthal</b>
<b>Southwest Washington Regional Transportation Council (SWRTC)</b>	IGA	Meets the first Tuesday of the month	<b>Craddick Peterson (Alternate)</b>
<b>Suttle Road Community Enhancement Grant Committee</b>	IGA District 5 duty	As needed	<b>Nolan</b>
<b>Supportive Housing Services Liaison</b>	Metro resolution		<b>Lewis</b>
<b>Transit Oriented Development (TOD) Steering Committee</b>	Metro resolution	Meets the second Thursday of every month	<b>Stacey Rosenthal (Alternate)</b>

<b>Travel Portland Board</b>	Agreement with Travel Portland	Meets every other month	<b>Craddick</b>
<b>Troutdale Community Enhancement Grant Committee</b>	IGA District 1 duty	As needed	<b>Craddick</b>
<b>Urban Flood Safety and Water Quality District</b>	IGA District 1 duty	As needed	<b>Craddick</b>
<b>Visitor Development Fund (VDF) Board</b>	IGA President and District 1 duty	Meets quarterly	<b>Peterson Craddick</b>
<b>Willamette Falls Partners Group</b>	MOU; President and 1 Councilor	As needed	<b>Lewis Peterson Gonzalez (Alternate)</b>
<b>Willamette Locks Commission</b>	Governor appointment	As needed	<b>Lewis</b>
<b>Wilsonville Community Enhancement Grant Committee</b>	IGA District 3 duty	As needed	<b>Rosenthal</b>

### SECTION III: EXTERNAL OR OPTIONAL ASSIGNMENTS

External assignments relate to committees or organizations that request participation from the Metro Council. The Council President appoints external and optional liaisons, unless otherwise noted. Confirmation by the Council is not required.

<b>ASSIGNMENTS</b>	<b>COMMITMENT</b>	<b>COUNCILOR(S) ASSIGNED</b>
<b>Clackamas County Coordinating Committee (C4)</b>	Metro Council appoints rep. and alt. by letter from President or designee in Feb of each odd-numbered year	<b>Lewis Craddick (Alternate)</b>
<b>Community Place Making Advisory Committee</b>	As needed	<b>Lewis</b>
<b>Construction Career Pathways Project (C2P2) (Executive Sponsors)</b>	As needed (2-4 times per year)	<b>Stacey Rosenthal</b>

<b>Earthquake Ready Burnside Bridge Policy Group (Multnomah County)</b>	2-3 times per year	<b>Nolan</b>
<b>Greater Portland Inc. (GPI)</b>	Nominated by the GPI Board Meets no more than once per month	<b>Peterson Gonzalez (Alternate)</b>
<b>HB 2017 Transit Advisory Committee</b>	Meets twice a year or as needed	<b>Stacey</b>
<b>Identity Clark County</b>	As needed	<b>Peterson</b>
<b>Interstate 5 Rose Quarter Executive Steering Committee</b>	OTC appointment	<b>Peterson Nolan (Alternate)</b>
<b>Interstate Bridge Replacement Executive Steering Group</b>	OTC appointment	<b>Peterson Nolan (Alternate)</b>
<b>Land Conservation and Development Commission (LCDC) Local Officials Advisory Committee (LOAC)</b>	Appointed by LCDC; advises and assists LCDC on policies and programs affecting local gov't. Meets quarterly	<b>Rosenthal</b>
<b>Legislative Liaison</b>	As needed	<b>Peterson Lewis</b>
<b>Metro Regional Solutions Advisory Committee</b>	Quarterly or as needed	<b>Gonzalez</b>
<b>Oregon Department of Transportation (ODOT) Policy Group</b>	Meets quarterly	<b>Gonzalez Peterson (Alternate)</b>
<b>ODOT Region 1 Area Commission on Transportation (ACT)</b>	Selected by Metro governing body before first meeting Meets quarterly	<b>Nolan</b>
<b>ODOT Value Pricing</b>	Not meeting currently	<b>Peterson</b>
<b>Oregon Metropolitan Planning Organization Consortium (OMPOC)</b>	Meets quarterly	<b>Craddick Peterson (Alternate)</b>
<b>Oregon Road User Fee Task Force (RUFTF)</b>	Governor appointment Meets as needed	<b>Peterson</b>

<b>Waste Prevention and Environmental Services (WPES) Innovation &amp; Investment Grant Selection Committee</b>	Monthly	<b>Craddick</b>
<b>Portland State University (PSU) Institute for Metropolitan Studies (IMS) Board</b>	Nominated by the IMS Board and appointed by PSU president Meets quarterly	<b>Lewis</b> <b>Jeff Frkonja</b> (Alternate)
<b>Regional Arts and Culture Council (RACC)</b>	IGA	<b>Lewis</b>
<b>Regional Economic Associations</b> 1. <b>Columbia Corridor Assoc.</b> 2. <b>Westside Economic Alliance</b> 3. <b>E. Metro Economic Alliance</b> 4. <b>Clack. Co. Business Alliance</b>	Membership with board seat per agreement Boards meet monthly	1. <b>Nolan</b> 2. <b>Gonzalez</b> 3. <b>Craddick</b> 4. <b>Lewis</b>
<b>Regional Disaster Preparedness Organization (RDPO)</b>	Meets quarterly per bylaws	<b>Peterson</b>
<b>Solid Waste Liaison</b>	Meets every month	<b>Stacey Nolan</b> <b>Rosenthal</b>
<b>Ultra High Speed Corridor Advisory Group</b>	As needed	<b>Peterson</b> <b>Nolan</b> (Alternate)

IN CONSIDERATION OF RESOLUTION NO. 21-XX FOR THE PURPOSE OF  
ORGANIZING THE METRO COUNCIL AND CONFIRMING COMMITTEE MEMBERS

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Date: December 3, 2020

Prepared by: Paul Slyman  
paul.slyman@oregonmetro.gov

Meeting Date: January 7, 2021

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**ISSUE STATEMENT**

To satisfy Metro Charter and Metro Code requirements, the Metro Council must adopt an annual organizing resolution for the orderly conduct of Council business.

**ACTION REQUESTED**

Consideration and adoption of an organizing resolution for the orderly conduct of business for 2021.

**IDENTIFIED POLICY OUTCOMES**

N/A

**POLICY QUESTION(S)**

N/A

**POLICY OPTIONS FOR COUNCIL TO CONSIDER**

N/A

**STAFF RECOMMENDATIONS**

Staff recommends the adoption of Resolution No. 21- XXXX

**STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

**Known Opposition/Support/Community Feedback**

There is no known opposition to this resolution.

**Legal Antecedents**

Metro Charter, Chapter IV, Section 16 (5)

Metro Code, Chapter 2.01

### **Anticipated Effects**

Adoption of this resolution would:

- a. Elect Councilor Shirley Craddick as Deputy Council President for 2021;
- b. Confirm the appointment of Councilor Shirley Craddick as Chair of the Joint Policy Committee on Transportation (JPACT), Councilors Christine Lewis and Juan Carlos Gonzalez as members of JPACT, and Councilor Bob Stacey as an alternate member of JPACT;
- c. Confirm the appointment of Councilor Christine Lewis, Councilor Bob Stacey, and Councilor Gerritt Rosenthal as members of the Metropolitan Policy Advisory Committee; and
- d. Confirm the designation of councilors to serve as liaisons or representatives of the council as set forth in Exhibit A for 2021.

### **Financial Implications (current year and ongoing)**

None

### **BACKGROUND**

The Metro Charter, Chapter IV, Section 16(5) directs the Metro Council to adopt an annual organizing resolution for the orderly conduct of council business. Further, Metro Code, Chapter 2.01 directs the Metro Council at its first meeting after the first Monday in January each year to

- a. Elect a Deputy Council President for the ensuing year;
- b. Establish such committees as the council deems necessary for the orderly conduct of council business; and
- c. Confirm by resolution the Council President's appointment of certain committee members and committee chairs.

The annual organizing resolution before the Metro Council satisfies these requirements.

### **ATTACHMENTS**

Exhibit A—List of Liaison and Committee Assignments

Agenda Item No. 3.3

**Resolution No. 20-5151**, For the Purpose of Amending Five Existing and Adding Six New Projects to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Clackamas County, Metro, ODOT, SMART, and Trimet (DC21-05-DEC)

*Consent*

Metro Council Meeting  
Thursday, January 07, 2021



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING FIVE ) RESOLUTION NO. 20-5151  
EXISTING AND ADDING SIX NEW PROJECTS )  
TO THE 2021-24 METROPOLITAN ) Introduced by: Chief Operating Officer  
TRANSPORTATION IMPROVEMENT ) Marissa Madrigal in concurrence with  
PROGRAM (MTIP) IMPACTING CLACKAMAS ) Council President Lynn Peterson  
COUNTY, METRO ODOT, SMART, AND,  
TRIMET (DC21-05-DEC)

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, Clackamas County's new Advanced Traffic Controllers (ATC) and Signal Optimization Metro awarded 2019 Transportation Systems Management and Operations (TSMO) project will upgraded up to ninety-nine older traffic signals providing central signal system upgrades, intersection and signal timing optimized improvements for all users has developed a sufficient scope and delivery budget to all MTIP and STIP programming to now occur; and

WHEREAS, Clackamas County's new ATC project awarded funding will be sourced from two existing programmed Metro TSMO project grouping buckets for a total of \$735,787 of federal Surface Transportation Block Grant (STBG) funds; and

WHEREAS, ODOT's All Roads Transportation Safety (ARTS) Central Systemic Signals and Illumination project grouping bucket which provides illumination, intersection work, bike and pedestrian improvements, ADA upgrades, signal work, and other safety improvements at various locations is completing a scope change to add two additional site locations to be included in the ARTS bucket; and

WHEREAS, ODOT's Highway Safety Improvement Program (HSIP) program grouping bucket is completing housekeeping corrective action to shift \$600,000 to ODOT's Region 1 Bike Pedestrian Crossings project which was approved as part of the 2021-24 MTIP and STIP update, but not completed when the final transition updates were accomplished; and

WHEREAS, the December 2020 Formal Amendment is adding two SMART Senior and Disabled projects from their Federal Fiscal Year (FFY) 2019 and 20220 allocations which provide ADA para-transit services to improve mobility for seniors and individuals with disabilities that were not approved by the Federal Transit Agency (FTA) at the end of FFY 2020 and now are required to be carried over into the 2021-24 MTIP to allow the funds to be obligated; and

WHEREAS, the December 2020 Formal Amendment is also adding two SMART FTA Section 5339 funded projects which support the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities that were not approved by the Federal Transit Agency (FTA) at the end of FFY 2020 and now are required to be carried over into the 2021-24 MTIP to allow the funds to be obligated; and

WHEREAS, through this formal MTIP Amendment, TriMet's Elderly and Disabled Program (2020) project which supports ADA para-transit services to improve mobility for seniors and individuals with disabilities is being canceled from the MTIP as it did receive FTA approval resulting in the obligation of the FTA Section 5310 funds before the end of FFY 2020 and avoided the need to slip the project to FFY 2021; and

WHEREAS, as the result of an approved fund exchange among Metro, Portland, and TriMet, and approval from the ODOT State Congestion Mitigation Air Quality (CMAQ) fund manager plus Federal Highway Administration (FHWA), Metro CMAQ funds have been swapped for local TriMet funds from a Portland project and are being committed to TriMet's planned five electric bus purchase which provides an improved air quality improvement benefit for use of the CMAQ funds; 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 December 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 December 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 December 4, 2020; and

WHEREAS, JPACT approved Resolution 20-5151 consisting of the December 2020 Formal MTIP Amendment bundle on December 17, 2020 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on January 7, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 20-5151.

ADOPTED by the Metro Council this \_\_\_\_ day of \_\_\_\_\_ 2021.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney



Proposed December 2020 Formal Transition Amendment Bundle  
 Amendment Type: **Formal/Full**  
 Amendment #: **DC21-05-DEC**  
 Total Number of Projects: 11

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key <b>TBD - NEW</b> MTIP ID TBD <b>NEW PROJECT</b>	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	<b>ADD NEW PROJECT:</b> The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.	FY 2019-21 Metro Transportation System and Operations (TSMO) project award
Project #2 ODOT Key <b>19289</b> MTIP ID 70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	<b>SPLIT FUNDS:</b> The amendment commits the remaining \$200,000 of STBG funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,	Key 19289 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.
Project #3 ODOT Key <b>20884</b> MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	<b>SPLIT FUNDS:</b> The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.	Key 20884 functions as a project grouping bucket (PGB) with funding committed to Metro TSMO projects.
Project #4 ODOT Key <b>20335</b> MTIP ID 70950	ODOT	Central Systemic Signals and Illumination (ODOT)	<b>SCOPE CHANGE</b> The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB	Both sites were approved for inclusion into Key 20335, but left off the master list of approved projects for the PGB. By adding the two locations, design costs increase to address both. ROW phase cost have been updated to reflect actual needs.

Project #5 ODOT Key <b>20414</b> MTIP ID 70970	ODOT	Road Safety Audit Implementation	<b><u>COST DECREASE:</u></b> The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project.	The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414
Project #6 ODOT Key <b>20866</b> MTIP ID 70896	SMART	SMART Senior and Disabled Program 2019	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #7 ODOT Key <b>20867</b> MTIP ID 70897	SMART	SMART Senior and Disabled Program (2020)	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #8 ODOT Key <b>20869</b> MTIP ID 70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #9 ODOT Key <b>20870</b> MTIP ID: 70970	SMART	Smart Bus and Bus Facilities (Capital) (2020)	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds SMART's 5339 FY 2020 funding to FY 2021 which is effectively a project slip from FY 2020.	Due to the expectation that the project would obligate its federal funds before the end of FY 2020, it was not carried-over into the 2021-24 MTIP.
Project #10 ODOT Key <b>20837</b> MTIP ID 70924	TriMet	TriMet Elderly and Disabled Program (2020)	<b><u>CANCEL PROJECT:</u></b> The formal amendment cancels Key 20837 from the 221-24 MTIP.	Key 20837 was carried over into the 2021-24 MTIP under the assumption the 5310 were not approved in FTA's financial TrAMS system which indicates obligation and approval to expend. In October, TriMet received confirmation that the 5310 had received TrAMS approval and were now considered obligated.
Project #11 ODOT Key <b>New - TBD</b> MTIP ID New - TBD	TriMet	TriMet Battery Electric Bus Purchases	<b><u>ADD NEW PROJECT:</u></b> The Formal Amendment adds the five bus purchase using CMAQ funds for TriMet to the 2021-24 MTIP	The new CMAQ funded project originates from a fund exchange among Metro, Portland, and TriMet.



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

**Formal Amendment**  
**ADD NEW PROJECT**  
 Add new TSMO ATC project

<b>Lead Agency:</b>	<b>Clackamas County</b>		Project Type:	TSMO		<b>ODOT Key:</b>	<b>TBD</b>
<b>Project Name:</b> <b>Clackamas Cnty Regional ATC Controller &amp; Signal Optimization</b>		<b>1</b>	ODOT Type	Ops		<b>MTIP ID:</b>	<b>TBD</b>
			Performance Meas:	Yes		<b>Status:</b>	<b>1</b>
<b>Project Status:</b> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).			Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2022</b>
			Conformity Exempt:	Yes		RTP ID:	11104
<b>Short Description:</b> Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.			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 #:	DC21-05-DEC
<b>Detailed Description:</b> ATC replacement and upgrades include the following general locations: Clackamas County = 29 ATCs, Gladstone = 3 ATCs, Lake Oswego = 24 ATCs, Milwaukie = 6 ATCs, Oregon City = 17 ATCs, West Linn = 1 ATC, Wilsonville = 19 ATCs. 99 total ATC replacement and upgrades planned. Award from the Metro 2019 TSMO project call.							
<b>STIP Description:</b> TBD							

Last Amendment of Modification: None. Initial project programming occurring

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
<b>Federal Funds</b>								
<b>STBG</b>	<b>Z230</b>	<b>2022</b>					\$ 735,878	\$ 735,878
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 735,878</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<b>Local</b>	<b>Match</b>	<b>2022</b>					\$ 84,225	\$ 84,225
								\$ -
							<b>Local Total</b>	<b>\$ 84,225</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 820,103	\$ 820,103
Year Of Expenditure (YOE):								\$ 820,103

**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 SUBMISSION: Funding award originates from the Metro 2019 TSMO project call (from RFFA Step 1 allocation). This is one of 8 new projects awarded TSMO funds from the 2019 TSMO call. All projects will be awarded STBG funds. No CMAQ will be used.

**Amendment Summary:**

The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. The project will occur at various sites throughout Clackamas County and replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest ATC national and state standards. Funding is pulled from Keys 19289 and 20884.

- > Will Performance Measurements Apply: Yes - ITS

**RTP References:**

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportation System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - 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-U = Federal Surface Transportation Block Grant funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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





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

**Formal Amendment**  
**SPLIT FUNDS**  
Shift Remaining STBG funds to  
Clackamas County ATC project

<b>Lead Agency:</b> Metro		Project Type:	TSMO		<b>ODOT Key:</b>	<b>19289</b>
<b>Project Name:</b> Transportation System Management & Operations (TSMO) Program 2018	2	ODOT Type	Ops		<b>MTIP ID:</b>	<b>70671</b>
		Performance Meas:	No		<b>Status:</b>	<b>N/A</b>
<b>Project Status:</b> N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>1/31/2021</b>
		Conformity Exempt:	Yes		RTP ID:	11104
<b>Short Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	DC21-05-DEC
<b>Detailed Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3) Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring. (2016-2018 RFFA Allocation)						
<b>STIP Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.						

Last Amendment of Modification: None. Initial project programming occurring

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
<b>Federal Funds</b>								
<del>STP-U</del>	<del>Z230</del>	<del>2021</del>					<del>\$ 200,000</del>	\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2022</del>					<del>\$ 22,891</del>	\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 222,891</del>	<del>\$ 222,891</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Split funding from the TSMO bucket tot support the new Clackamas County ATC project.

**Amendment Summary:**

The formal amendment splits off and commits the final \$200,000 of STP-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. \$535,787 of STBG also is being committed to the new ATC project from Key 20884. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 19289 is considered completed and canceled from the MTIP.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportations System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - 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:**

- > STP-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**SPLIT FUNDS**  
 Shift \$535,878 of STBG funds to  
 Clackamas County ATC project

<b>Lead Agency:</b> Metro		Project Type:	TSMO		<b>ODOT Key:</b>	<b>20884</b>
<b>Project Name:</b> Transportation System Mgmt Operations/ITS (2019)	3	ODOT Type	Ops		<b>MTIP ID:</b>	<b>70875</b>
		Performance Meas:	No		<b>Status:</b>	<b>N/A</b>
<b>Project Status:</b> N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>9/30/2023</b>
		Conformity Exempt:	Yes		RTP ID:	11104
<b>Short Description:</b> Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.		On State Hwy Sys:	N/A		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		1st Year Program'd:	2016		Past Amend:	0
		Years Active:	6		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	DC21-05-DEC
<b>Detailed Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods. The activities of this program focus on proactive management of the multi-modal transportation system through: (1) Multi-modal traffic management strategies to reduce travel times and vehicle emissions, (2) traveler information to help system users make informed decisions and avoid congestion, and (3) Traffic incident management to reduce crashes and delay, and improve traveler safety. The program also supports the implementation of the region's Congestion Management Process (CMP) by implementing lower cost, high benefit operational improvements for congestion and safety; and by enhancing the region's real-time data collection capabilities in support of performance monitoring. (2016-2018 RFFA Allocation)						
<b>STIP Description:</b> The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.						

Last Amendment of Modification: None. Initial project programming occurring

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (TSMO/ITS)	Total
<b>Federal Funds</b>								
<del>STBG-U</del>	<del>Z230</del>	<del>2021</del>					<del>\$ 1,693,574</del>	\$ -
STBG-U	Z230	2022					\$ 1,157,696	\$ 1,157,696
								\$ -
							<b>Federal Totals:</b>	<b>\$ 1,157,696</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<del>Local</del>	<del>Match</del>	<del>2021</del>					<del>\$ 193,837</del>	\$ -
Local	Match	2022					\$ 132,503	\$ 132,503
							<b>Local Total</b>	<b>\$ 132,503</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 1,887,411</del>	<del>\$ 1,887,411</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,290,199	\$ 1,290,199
Year Of Expenditure (YOE):								\$ 1,290,199

**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 from the TSMO bucket to support the new Clackamas County ATC project.

**Amendment Summary:**

- The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call. As a result of this funding shift, Key 20884 programming decreases from \$1,887,411 to \$1,290,199 (31.6% cost change)
- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 11104 - Regional TSMO Program Investments for 2018-2027
- > RTP Description: Implement and maintain Transportation System Management and Operations (TSMO) investments used by multiple agencies (e.g., Central Signal System, traffic signal priority, data communications and archiving) and coordinate response to crashes. The regional program also includes strategy planning (e.g., periodic TSMO Strategy updates), coordination of activities for TransPort subcommittee to TPAC, updates to the blueprints for agency software and hardware systems (ITS Architecture), improving traveler information with live-streaming data for connected vehicle and mobile information systems (TripCheck Traveler Information Portal Enhancement), and improving "big data" processing (PSU PORTAL) to support analyzing performance measures.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - 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-U = Federal Surface Transportation Program funds appropriated to the states with a portion allocated to the MPOs for various transportation improvements
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**SCOPE CHANGE**  
 Site Locations are adjusted

<b>Lead Agency:</b> ODOT		Project Type:	O&M		<b>ODOT Key:</b>	<b>20335</b>
<b>Project Name:</b> <b>Central Systemic Signals and Illumination (ODOT)</b>	4	ODOT Type	Safety		<b>MTIP ID:</b>	<b>70950</b>
		Performance Meas:	Yes		<b>Status:</b>	<b>5</b>
<b>Project Status:</b> 5 = (RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.		Capacity Enhancing:	No		<b>Comp Date:</b>	<b>12/31/2022</b>
		Conformity Exempt:	Yes		RTP ID:	12095
<b>Short Description:</b> Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)		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:	3
		Years Active:	3		OTC Approval:	Yes
		STIP Amend #:	21-24-0109		MTIP Amnd #:	DC21-05-DEC
<b>Detailed Description:</b> Performance Measurement project site locations from the PGB. Approved project safety scope elements include the installation of reflectorized back-plates and supplemental signal heads, increase stop sign size, properly place stop bar, illumination poles, removal of trees, etc. at 7 site locations: (1) #49 at I-205 MP 17.21 to MP 17.91, (2) #51 at OR99E MP 2.33 to MP 5.93, (3) #58 at US30BY MP 9.20 to MP 14.52,(4) #134H at US26 )Powell) at SE 71st Ave, (5) 21H at US 26 (Powell) at SE 39th Ave, (6) #44H at US30BY (Lombard) at N Interstate Ave, and (7) #97H at US30BY (Lombard) at OR99E (MLK)						
<b>STIP Description:</b> Improvements at various intersections in the City of Portland including signals, lighting, signing and traffic median upgrades to improve safety.						

Last Amendment of Modification: December, 2019 - AB20-05-DEC2, Administrative - Slip ROW to 2021

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
<b>Federal Funds</b>								
<del>HSIP</del>	<del>ZS30</del>	<del>2018</del>		<del>\$ 828,228</del>				
HSIP	ZS30	2018		\$ 1,025,579				\$ 1,025,579
<del>ADVCON</del>	<del>ACPO</del>	<del>2018</del>		<del>\$ 308,189</del>				\$ -
AC-HSIP (92.22%)	ACPO	2018		\$ 308,189				\$ 308,189
<del>HSIP</del>	<del>ZS30</del>	<del>2021</del>			<del>\$ 286,066</del>			\$ -
AC-HSIP (92.22%)	ACPO	2021			\$ 88,716			\$ 88,716
HSIP (92.22%)	ZS30	2021					\$ 2,607,807	\$ 2,607,807
							<b>Federal Totals:</b>	<b>\$ 4,030,291</b>
<b>Federal Fund Obligations \$:</b>				\$ 1,333,768	\$ 88,716			Federal Aid ID
<b>EA Number:</b>				PE02973	R9658000			
<b>Initial Obligation Date:</b>				7/27/2018	10/16/2020			
<b>EA End Date:</b>				12/31/2022	12/31/2026			
<b>Known Expenditures:</b>				\$ 373,691	\$ 82.90			
<b>State Funds</b>								
<del>State</del>	<del>Match</del>	<del>2018</del>		<del>\$ 69,872</del>				\$ -
State	Match	2018		\$ 86,521				\$ 86,521
State	Match	2018		\$ 26,000				\$ 26,000
<del>State</del>	<del>Match</del>	<del>2021</del>			<del>\$ 24,134</del>			\$ -
State	Match	2021			\$ 7,484			\$ 7,484
State	Match	2021					\$ 220,004	\$ 220,004
							<b>State Total:</b>	<b>\$ 340,009</b>
<b>Local Funds</b>								
								\$ -
								\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	<del>\$ 1,232,289</del>	<del>\$ 310,200</del>	\$ -	\$ 2,827,811	\$ 4,370,300
Phase Totals After Amend:			\$ -	\$ 1,446,289	\$ 96,200	\$ -	\$ 2,827,811	\$ 4,370,300
							Year Of Expenditure (YOE):	\$ 4,370,300



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**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.
- > Key 20335 is a project grouping bucket (PGB) supporting federal Highway System Improvement Program (HSIP) roadway improvements. The ARTS based Safety PGB has been updated to include two additional site locations approved in the bucket. Adjusting the project contents by adding the two locations acts as a scope change which merits the need for a full/formal amendment.

**Amendment Summary:**

The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB. Both sites were approved for inclusion into Key 20335, but left off the master list of approved projects for the PGB. By adding the two locations, design costs increase to address both. ROW phase cost have been updated to reflect actual needs.

- > Will Performance Measurements Apply: Yes - ITS

**RTP References:**

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

- > HSIP = Federal Highway Safety Improvement Program funds appropriated to the state DOT and used for needed transportation improvements.
- > AC-HSIP = Federal Advance Construction fund code placeholder with the intent of being converted to HSIP later.
- > ADVCON = Federal Advance Construction fund code placeholder allowing the state to determine an obligation date and will cover costs initially until the final federal fund code is determined for the project.
- > State = General State funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**COST DECREASE**  
 Decrease by \$600k and convert AC  
 to State STBG

<b>Lead Agency:</b> ODOT		Project Type: Safety	<b>ODOT Key:</b> 20414
<b>Project Name:</b> Road Safety Audit Implementation	5	ODOT Type: Safety	<b>MTIP ID:</b> 70970
		Performance Meas: No	<b>Status:</b> N/A
<b>Project Status:</b> Key 20414 is a project grouping bucket with dedicated funding for future safety improvement projects as awarded by OTC		Capacity Enhancing: No	<b>Comp Date:</b> 9/30/2023
		Conformity Exempt: Yes	RTP ID: 12095
<b>Short Description:</b> Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB		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: 5
		Years Active: 4	OTC Approval: Yes
		STIP Amend #: 21-24-0119	MTIP Amnd #: DC21-05-DEC
<b>Detailed Description:</b> Project Grouping Bucket per 40 CFR 93.126 - Safety. HSIP fund bucket supporting and addressing unanticipated safety improvements as identified. 2018 RTP approved in revenue and project grouping bucket "Safety and Operations" supporting improvements in the following areas: Highway crossings improvements, Roadway safety (non-capacity repairs/rehabilitation), Landslides/rock falls mitigation, and Illumination/Signals, ITS. Project Funding			
<b>STIP Description:</b> Address unanticipated safety improvements as identified			

Last Amendment of Modification: Formal, AP20-11-APR - April 2019- SPLIT FUNDING - Split \$150,000 from Key 20414 and add it to Key 20479 in the PE phase to allow PE to continue. Because Key 20479 is completing a scope and limits change, Key 20414 is part of the formal amendment with Key 20479

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
<b>Federal Funds</b>								
<del>AC-HSIP (100%)</del>	<del>ZS30</del>	<del>2021</del>					<del>\$ 1,539,244</del>	\$ -
HSIP (100%)	ZS30	2021					\$ 939,244	\$ 939,244
							\$ -	\$ -
							\$ -	\$ -
							<b>Federal Totals:</b>	<b>\$ 939,244</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
							\$ -	\$ -
							\$ -	\$ -
ODOT State funds are committed as part of the required match							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
							\$ -	\$ -
							\$ -	\$ -
							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,539,244</del>	<del>\$ 1,539,244</del>
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 939,244	\$ 939,244
Year Of Expenditure (YOE):								\$ 939,244

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost decrease: \$600k was already removed from the project grouping bucket and committed to Key 20479 as part of the 2021-24 MTIP Update process. The double programming error was caught and is being corrected now.

**Amendment Summary:**

The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414. This resulted in fund double programming action which is being corrected now. The cost decrease represents a 38.9% cost change to the project grouping bucket.

- > Will Performance Measurements Apply: No

**RTP References:**

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Highway Safety Improvement Program implementation.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 5 - Safety and Security
- > Goal 5.1 Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

**Fund Codes:**

- > AC-HSIP = Federal Advance Construction placeholder with a future expected Highway Safety Improvement Program (HSIP) federal fund code expected to be committed to the project
- > HSIP (100%) = Federal Highway Safety Improvement Program supporting ODOT safety improvement projects. Federal funding is 100% with no required local match.

**Other**

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



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

**Formal Amendment**  
**ADD NEW PROJECT**  
Slip Key 20866 to FY 2021

<b>Lead Agency:</b> SMART		Project Type: Transit	ODOT Key: <b>20866</b>
<b>Project Name:</b> SMART Senior and Disabled Program 2019	6	ODOT Type: Transit	MTIP ID: <b>70896</b>
		Performance Meas: Yes	Status: <b>T22</b>
		Capacity Enhancing: No	Comp Date: <b>12/31/2021</b>
		Conformity Exempt: Yes	RTP ID: 11327
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 1
		Years Active: 2	OTC Approval: No
STIP Amend #: 21-24-0123		MTIP Amnd #: DC21-05-DEC	
<p><b>Detailed Description:</b> Provide ADA paratransit services within the SMART service area to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options such as operating paratransit Dial-A-Ride and door-to-door pick-up and transport services for disabled, elderly, and mobility needs, providing RideWise Travel Training for older adults and people with disabilities, procuring and maintaining ADA paratransit buses and vans, installation and maintenance of wheelchair ramps, developing and implementing transit – related information technology systems, including scheduling, routing, one-call systems, implementing ADA improvements at stops and stations to include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features plus improving signage, or way-finding technology, and offering mobility management programs.</p>			
STIP Description: TBD			

Last Amendment of Modification: None. Initial programming in the 2021-24 MTIP. Project was identified to obligate before the end of FY 2020, but this did not occur.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
<b>5310</b>	<b>F160</b>	<b>2021</b>					\$ 41,000	\$ 41,000
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 41,000</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<b>Local</b>	<b>Match</b>	<b>2021</b>					\$ 10,250	\$ 10,250
								\$ -
							<b>Local Total</b>	<b>\$ 10,250</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Year Of Expenditure (YOE):								\$ 51,250

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

**Amendment Summary:**

- The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 11327 - SMART Commuter Bus Service to Neighboring Communities
- > RTP Description: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

**Fund Codes:**

- > 5310 = Federal FTA Section 5310 funds supporting senior transportation and disabled services .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**ADD NEW PROJECT**  
Slip Key 20867 to FY 2021

<b>Lead Agency:</b> SMART		Project Type: Transit	ODOT Key: <b>20867</b>
<b>Project Name:</b> SMART Senior and Disabled Program (2020)	7	ODOT Type: Transit	MTIP ID: <b>70897</b>
		Performance Meas: Yes	Status: <b>T22</b>
		Capacity Enhancing: No	Comp Date: <b>12/31/2021</b>
		Conformity Exempt: Yes	RTP ID: 11327
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 2	OTC Approval: No
STIP Amend #: 21-24-0126		MTIP Amnd #: DC21-05-DEC	
<p><b>Detailed Description:</b> Provide ADA paratransit services within the SMART service area to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options such as operating paratransit Dial-A-Ride and door-to-door pick-up and transport services for disabled, elderly, and mobility needs, providing RideWise Travel Training for older adults and people with disabilities, procuring and maintaining ADA paratransit buses and vans, installation and maintenance of wheelchair ramps, developing and implementing transit – related information technology systems, including scheduling, routing, one-call systems, implementing ADA improvements at stops and stations to include building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features plus improving signage, or way-finding technology, and offering mobility management programs.</p>			
STIP Description: TBD			

Last Amendment of Modification: None. Initial programming in the 2021-24 MTIP. Project was identified to obligate before the end of FY 2020, but this did not occur.



**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
<b>5310</b>	<b>F160</b>	<b>2021</b>					\$ 41,000	\$ 41,000
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 41,000</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
<b>Local</b>	<b>Match</b>	<b>2021</b>					\$ 10,250	\$ 10,250
								\$ -
							<b>Local Total</b>	<b>\$ 10,250</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 51,250	\$ 51,250
Year Of Expenditure (YOE):								\$ 51,250

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

**Amendment Summary:**

- The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 11327 - SMART Commuter Bus Service to Neighboring Communities
- > RTP Description: Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

**Fund Codes:**

- > 5310 = Federal FTA Section 5310 funds supporting senior transportation and disabled services .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**ADD NEW PROJECT**  
Slip Key 20869 to FY 2021

<b>Lead Agency:</b> SMART		Project Type: Transit	ODOT Key: <b>20869</b>
<b>Project Name:</b> Smart Bus and Bus Facilities (Capital) 2019	8	ODOT Type: Transit	MTIP ID: <b>70899</b>
		Performance Meas: Yes	Status: <b>T22</b>
		Capacity Enhancing: No	Comp Date: <b>12/31/2021</b>
		Conformity Exempt: Yes	RTP ID: 12097
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2019	Past Amend: 1
		Years Active: 3	OTC Approval: No
STIP Amend #: 21-24-0163		MTIP Amnd #: DC21-05-DEC	
<b>Detailed Description:</b> SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Program examples include SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs, plus bus/support vehicle replacement needs including a trolley replacement.			
STIP Description: TBD			

Last Amendment of Modification: July 2019 - AB19-18-JUL2 - STIP Re-Balancing Amendment - Phase Slip: Slip Transit/Other phase and funding from 2019 to 2020. No change in funding. TPC remains at \$87,500. Prior gov't shut down and CR issues negatively impacting SMART's ability to obtain TrAMS grant approvals resulting in project slips. - KL

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5339	FF30	2021					\$ 70,000	\$ 70,000
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 70,000</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2021					\$ 17,500	\$ 17,500
								\$ -
							<b>Local Total</b>	<b>\$ 17,500</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 87,500	\$ 87,500
Year Of Expenditure (YOE):								\$ 87,500

**Notes and Summary of Changes:**

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

**Amendment Summary:**

- The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 112097 - SMART operations
- > RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

**Fund Codes:**

- > 5339 = Federal FTA Section 53390 funds supporting transit improvement needs .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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



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

**Formal Amendment**  
**ADD NEW PROJECT**  
Slip Key 20870 to FY 2021

<b>Lead Agency:</b> SMART		Project Type: Transit	ODOT Key: <b>20870</b>
<b>Project Name:</b> SMART Bus and Bus Facilities (Capital) 2020	9	ODOT Type: Transit	MTIP ID: <b>70900</b>
		Performance Meas: Yes	Status: <b>T22</b>
		Capacity Enhancing: No	Comp Date: <b>6/30/2022</b>
		Conformity Exempt: Yes	RTP ID: 12097
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: N/A
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 0
		Years Active: 2	OTC Approval: No
Project Status: T22 = Programming actions in progress or programmed in current MTIP		STIP Amend #: 21-24-0164	MTIP Amnd #: DC21-05-DEC
<b>Short Description:</b> <del>Bus and Bus Facility Upgrades</del> SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.			
<b>Detailed Description:</b> SMART's FTA 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program also supports capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities. Program examples include SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs, plus bus/support vehicle replacement needs including a trolley replacement.			
STIP Description: TBD			

Last Amendment of Modification: None

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5339	FF30	2021					\$ 74,995	\$ 74,995
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 74,995</b>
<b>Federal Fund Obligations:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>State Fund Obligations:</b>								
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>Local Funds</b>								
Local	Match	2021					\$ 21,005	\$ 21,005
								\$ -
							<b>Local Total</b>	<b>\$ 21,005</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 96,000	\$ 96,000
							Year Of Expenditure (YOE):	\$ 96,000

**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.
- > Project slip from FY 2020. No TrAMS grant approval and fund obligation from FTA.

**Amendment Summary:**

- The formal amendment adds SMART's 5339 2020 funding program to FY 2021 which is effectively a project slip from FY 2020.
- > Will Performance Measurements Apply: Yes - Transit

**RTP References:**

- > RTP ID: 112097 - SMART operations
- > RTP Description: Operations of transit services, such as drivers, security, facilities and rolling stock maintenance
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.12 - Mass Transit - Operating assistance to transit agencies.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 3 - Transportation Choices
- > Goal Objective 3.3 Access to Transit
- > Goal Description: Increase household and job access to current and planned frequent transit service.

**Fund Codes:**

- > 5339 = Federal FTA Section 53390 funds supporting transit improvement needs .
- > Local = General local funds provided by the lead agency as part of the required match.

**Other**

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





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

**Formal Amendment**  
**CANCEL PROJECT**  
 Cancel Key 20837 from 2021-24 MTIP  
 as it already obligated

<b>Lead Agency:</b> TriMet		Project Type: Transit	ODOT Key: <b>20837</b>
<b>Project Name:</b> <b>TriMet Elderly and Disabled Program (2020)</b>	<b>10</b>	ODOT Type: Transit	MTIP ID: <b>70924</b>
		Performance Meas: No	Status: <b>T28</b>
		Capacity Enhancing: No	Comp Date: <b>12/31/2021</b>
		Conformity Exempt: Yes	RTP ID: 11043
		On State Hwy Sys: No	RFFA ID: N/A
		Mile Post Begin: N/A	RFFA Cycle: 2012-15
		Mile Post End: N/A	UPWP: No
		Length: N/A	UPWP Cycle: N/A
		1st Year Program'd: 2020	Past Amend: 1
		Years Active: 1	OTC Approval: No
STIP Amend #: 21-24-0075		MTIP Amnd #: DC21-05-DEC	

**Detailed Description:** None

# CANCELED PROJECT

**STIP Description:** Services and facility improvements for elderly and disabled customers in excess of Americans with Disabilities Act (ADA) requirements.

Last Amendment of Modification: AB21-01-AUG1, August 2020 - Administrative, Slip program to 2021

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
5310	F160	2021					<del>\$ 1,957,506</del>	\$ -
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ -</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>TrAMS ID</b>							OR-2020-060	
<b>Initial Obligation Date:</b>							Sep-20	
<b>EA End Date:</b>							N/A	
<b>Known Expenditures:</b>							N/A	
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
TriMet - GF	Match						<del>\$ 489,377</del>	\$ -
								\$ -
								\$ -
5310 required match is set at 20%							<b>Local Total</b>	<b>\$ -</b>
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	<del>\$ 2,446,883</del>	<del>\$ 2,446,883</del>
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

**Notes and Summary of Changes:**

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

**Amendment Summary:**

The formal amendment cancels Key 20837 from the 221-24 MTIP. Key 20837 is programmed with FTA Section 5310 funds supporting transit needs for senior and the disabled. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. Since obligation verification was not available at the time of the final transition carry-over decisions, Key 20837 was carried over into the 2021-24 MTIP under the assumption it did not obligate its 5310 funds. Now that obligation verification has occurred, Key 20837 is being canceled from the 2021-24 MTIP. The 20218-21 MTIP retains Key 20837 and no action is required to re-open the 2018-21 MTIP.

> Will Performance Measurements Apply: No

**RTP References:**

> RTP ID: 11043 - Access: Pedestrian Facilities: Phase 1

> RTP Description: Sidewalks, crosswalks and ADA improvements to transit stops and stations.

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

> UPWP amendment: Not applicable & not required

> RTP Goals: Goal 3 - Transportation Choices

> Goal 3.1 Travel Choices

> Goal Description: Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

**Fund Codes:**

> 5310 = Federal FTA section 5310 funds appropriated to eligible transit agencies that support senior mobility and paratransit needs

> TriMet GF = Local general funds provided by TriMet in support of the required match.

**Other**

> On NHS: No

> Metro Model: No

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

**Formal Amendment**  
**ADD NEW PROJECT**  
 5 Replacement Electric Buses

<b>Lead Agency:</b> TriMet		Project Type: Transit	<b>ODOT Key:</b> New
<b>Project Name:</b> TriMet Battery Electric Bus Purchases	11	ODOT Type: Transit	<b>MTIP ID:</b> New
		Performance Meas: Yes	<b>Status:</b> T22
<b>Project Status:</b> T22 = Programming actions in progress or programmed in current MTIP		Capacity Enhancing: No	<b>Comp Date:</b> 12/31/2023
		Conformity Exempt: Yes	RTP ID: 10928
<b>Short Description:</b> Purchase five 40 ft expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.		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: 2022	Past Amend: 0
		Years Active: 0	OTC Approval: No
		STIP Amend #: TBD	MTIP Amnd #: DC21-05-DEC
<b>Detailed Description:</b> CMAQ originates from a prior fund exchange among TriMet, Metro, and Portland involving the Central City In Motion Project. TriMet receives the CMAQ to purchase five 40 foot replacement electric buses. CMAQ obligation must occur no later than September 30, 2023. CMAQ emission reduction numbers include: VOC = .047, CO = .281, NOx = .657, CO2 = N/A, PM2.5/PM10 = N/A			
<b>STIP Description:</b> TBD			

Last Amendment of Modification: None - Initial MTIP programming occurring.

**PROJECT FUNDING DETAILS**

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
<b>Federal Funds</b>								
<b>CMAQ</b>	<b>Z400</b>	<b>2022</b>					<b>\$ 4,946,372</b>	<b>\$ 4,946,372</b>
								\$ -
								\$ -
							<b>Federal Totals:</b>	<b>\$ 4,946,372</b>
<b>Federal Fund Obligations \$:</b>								Federal Aid ID
<b>EA Number:</b>								
<b>Initial Obligation Date:</b>								
<b>EA End Date:</b>								
<b>Known Expenditures:</b>								
Added note: The CMAQ funds are classified as "older" funds and are subject to shelf-life laps if not obligated by the end of FY 2023 (September 20,2023)								
<b>State Funds</b>								
								\$ -
								\$ -
							<b>State Total:</b>	<b>\$ -</b>
<b>Local Funds</b>								
<b>TriMet GF</b>	<b>Match</b>	<b>2022</b>					<b>\$ 602,578</b>	<b>\$ 602,578</b>
<b>Other</b>	<b>OTH0</b>	<b>2022</b>					<b>\$ 318,410</b>	<b>\$ 318,410</b>
								\$ -
							<b>Local Total</b>	<b>\$ 920,988</b>
<b>Phase Totals Before Amend:</b>			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Phase Totals After Amend:</b>			\$ -	\$ -	\$ -	\$ -	<b>\$ 5,867,360</b>	<b>\$ 5,867,360</b>
<b>Year Of Expenditure (YOE):</b>								<b>\$ 5,867,360</b>

**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. CMAQ originates from the Metro, TriMet Portland fund exchange involving Central City In Motion. CMAQ is committed to a improved eligible project. Formal approval from FHWA and State CMAQ manager required and obtained to apply CMAQ to this project. These CMAQ funds are older. The end of FY 2023 obligation shelf-life condition applies.

**Amendment Summary:**

- The formal amendment adds the new TriMet bus purchase for FY 2022.
- > Will Performance Measurements Apply: Yes - ITS

**RTP References:**

- > RTP ID: 10928 - Operating Capital: Fleet Vehicles Phase 1
- > RTP Description: Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 7 - Healthy People
- > Goal Objective 7.3 Clean Air
- > Goal Description: Reduce transportation-related air pollutants, including and air toxics emissions.

**Fund Codes:**

- > CMAQ = Federal Congestion Mitigation Air Quality improvement funds. CMAQ are allocated to states for transportation projects that provide large air quality improvement benefits. CMAQ funds are not a transportation funding program, but an air quality improvement program that support eligible transportation projects.
- > TriMet GF funds = Local funds provided by TriMet as the required match at 10.27% to the federal CMAQ funds which equal 89.73%
- > Other funds = Add local fund committed by the lead agency above the required match

**Other**

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

# Memo



Date: December 17, 2020  
 To: Metro Council and Interested Parties  
 From: Ken Lobeck, Funding Programs Lead  
 Subject: December 2020 MTIP Formal Amendment & Resolution 20-5151 Approval Request

## FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING FIVE EXISTING AND ADDING SIX NEW PROJECTS TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO ODOT, SMART, AND, TRIMET (DC21-05-DEC)

### BACKGROUND

#### What This Is:

The December 2020 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 20-5151 and being processed under MTIP Amendment DC21-05-DEC.

#### What is the requested action?

**JPACT approved Resolution 20-5151 on December 17, 2020 and is requesting Metro Council approve Resolution 20-5151 consisting of eleven projects in the December 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.**

Proposed December 2020 Formal Amendment Bundle					
Amendment Type: <b>Formal/Full</b>					
Amendment #: <b>DC21-05- DEC</b>					
Total Number of Projects: <b>11</b>					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key <b>TBD</b> <b>NEW</b> <b>PROJECT</b>	TBD	Clackamas County	Clackamas Cnty Regional ATC Controller & Signal Optimization	Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP. The ATC upgrade project is a Transportation Systems Management and Operations (TSMO)/Intelligent Transportation System (ITS) approved project which was awarded funding from Metro's 2019 TSMO project call.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key <b>19289</b>	70671	Metro	Transportation System Management & Operations (TSMO) Program 2018	The Transportation System Management & Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.	<b><u>SPLIT FUNDS:</u></b> Commit remaining \$200,000 of STP-U funds to the new Clackamas County ATC project (Project #1 this amendment). As a result, the programming buck of Key 19289 is now zero and canceled from the MTIP,
Project #3 Key <b>20884</b>	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.	<b><u>SPLIT FUNDS:</u></b> The formal amendment splits off and commits \$535,787 of STBG-U to the new Clackamas County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.
Project #4 Key <b>20335</b>	70950	ODOT	Central Systemic Signals and Illumination (ODOT)	Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)	<b><u>SCOPE CHANGE</u></b> The formal amendment updates the project based on the addition of the two new site locations (ID #44- US-30By (Lombard) at N Interstate Ave) & (ID#97 US-30By (Lombard) at OR99E(MLK) as part of the approved PGB
Project #5 Key <b>20414</b>	70970	ODOT	Road Safety Audit Implementation	Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations PGB	<b><u>COST DECREASE:</u></b> The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.
Project #6 Key <b>20866</b>	70896	SMART	SMART Senior and Disabled Program 2019	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #7 Key <b>20867</b>	70897	SMART	SMART Senior and Disabled Program 2020	Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds SMART's 5310 funding to FY 2021 which is effectively a project slip from FY 2020.



Project #8 Key <b>20869</b>	70899	SMART	Smart Bus and Bus Facilities (Capital) 2019	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	<b>ADD NEW PROJECT:</b> The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020.
Project #9 Key <b>20870</b>	70900	SMART	SMART Bus and Bus Facilities (Capital) 2020	SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.	<b>ADD NEW PROJECT:</b> The formal amendment adds SMART's 5339 funding to FY 2021 which is effectively a project slip from FY 2020
Project #10 Key <b>20837</b>	70924	TriMet	TriMet Elderly and Disabled Program (2020)	Services And Facility Improvements In Excess Of ADA Requirements	<b>CANCEL PROJECT:</b> The formal amendment cancels Key 20827 from the 221-24 MTIP. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. The project does not need to be included now in the 2021-24 MTIP.
Project #11 Key <b>New TBD</b>	New TBD	TriMet	TriMet Battery Electric Bus Purchases	Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.	<b>ADD NEW PROJECT:</b> The formal amendment adds the new TriMet bus purchase for FY 2022. The project results from a past fund exchange among Metro, Portland, and TriMet.

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

<b>Project 1: Clackamas Cnty Regional ATC Controller &amp; Signal Optimization</b>	
Lead Agency:	<b>Clackamas County</b>
ODOT Key Number:	<b>TBD</b> MTIP ID Number: <b>TBD</b>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Throughout Clackamas County, replace up to ninety-nine (99) older model 170/2070 traffic signal controllers and upgrade to the latest Advanced Traffic Controllers (ATC) national and state standards. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users.</li> <li>Source: New project.</li> <li>Funding:</li> </ul>

	<p>The awarded source of funding is from the Metro FY 2019 Transportation Systems Management and Operations (TSMO) project call. (The funding originates within the RFFA Step 1 allocation)</p> <ul style="list-style-type: none"> <li>• Project Type: TSMO/ITS (Exempt)</li> <li>• Location: Regional – throughout Clackamas County</li> <li>• Cross Street Limits: N/A</li> <li>• Overall Mile Post Limits: N/A</li> <li>• Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> <li>• Metro approval date: January 2020</li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new Clackamas Cnty Regional ATC Controller &amp; Signal Optimization to the 2021-24 MTIP. The project is a Metro 2019 TSMO awarded project to upgrade and install Advance Traffic Controllers at up to 99 locations in Clackamas County.</p> <p>Clackamas County currently maintains approximately 170 traffic signals, of which 73 signals are owned by Clackamas County and the remaining 97 signals are owned by local jurisdictions. These local jurisdictions consist of City of Lake Oswego, City of Oregon City, City of Wilsonville, City of Milwaukie, City of Gladstone, and City of West Linn. Traffic signals within these local jurisdictions are maintained by Clackamas County through an existing intergovernmental traffic engineering and maintenance support agreements. Of the 170 existing traffic signals, 99 signal controllers are using out dated technology, with unsupported local software, and out dated signal timing.</p> <p>ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools. Along with controller, local software, and central signal system upgrade, intersection signal timing will be optimized for all users</p>
<p>Additional Details:</p>	<p>The Metro TSMO funding allocation awards a total of \$735,878 of federal STBG funds to the project. ATC replacement and upgrades include the following general locations: Clackamas County = 29 ATCs, Gladstone = 3 ATCs, Lake Oswego = 24 ATCs, Milwaukie = 6 ATCs, Oregon City = 17 ATCs, West Linn = 1 ATC, Wilsonville = 19 ATCs. 99 total ATC replacement and upgrades planned.</p> <p>The ODOT Local Agency Liaison (LAL) review of the Technical scoping document has determined the project scope and budget are sufficiently developed to allow MTIP and STIP programming to now occur. Development of the Intergovernmental Agreement (IGA) will now follow with a target obligation and Notice to Proceed (NTP) early federal fiscal year 2022 (fall of 2022).</p>

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment to be completed.
Total Programmed Amount:	The project federal award of \$735,878 is being drawn from two existing Metro TSMO/ITS project grouping buckets (PGB). \$200,000 of STP-U is being pulled from Key 19289 with the remainder of \$535,787 shifted from Key 20884.
Added Notes:	Included attachments: <ul style="list-style-type: none"> <li>(Attachment 1): Clackamas County Regional ATC Controller Upgrade Location Map</li> <li>(Attachment 2): Metro TSMO Award Memo</li> </ul>

<b>Project 2:</b>	<b>Transportation System Management &amp; Operations (TSMO) Program 2018</b>		
Lead Agency:	<b>Metro</b>		
ODOT Key Number:	<b>19289</b>	MTIP ID Number:	70671
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: The Transportation System Management &amp; Operations (TSMO) program coordinates both the planning and implementation of the regions system management and operations strategies to enhance multi-modal mobility for people and goods.</li> <li>Source: Existing project.</li> <li>Funding: The project grouping bucket (PGB) is programmed with committed federal STP-U that will be awarded to selected Metro TSMO projects.</li> <li>Project Type: TSMO/ITS</li> <li>Location: Regional MPO allocation</li> <li>Cross Street Limits: N/A</li> <li>Overall Mile Post Limits: N/A</li> <li>Current Status Code: N/A – PBG are programed as a commitment to future TSMO projects</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: DC21-05-DEC</li> <li>OTC approval was not required for this amendment.</li> </ul>		
What is changing?	<p><b><u>AMENDMENT ACTION: SPLIT FUNDS</u></b></p> <p>The formal amendment shifts the remaining \$200,000 of STP-U funds to the new Clackamas County ATC controller upgrade project (see project #1 this amendment bundle).</p> <p>As a result of the fund shift, Key 19289 is now empty and zero programmed. Key 19289 is canceled from the MTIP.</p>		
Additional Details:	Funding for the new Clackamas County ATC project is also supported by a fund shift from Key 20884. Se next project.		

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the fund shift draws down Key 19289 to a zero programmed level resulting its cancellation. The cancellation action requires a formal amendment to complete.
Total Programmed Amount:	The total programming amount decreases from \$222,891 to \$0
Added Notes:	

<b>Project 3: Transportation System Mgmt Operations/ITS (2019)</b>	
Lead Agency:	<b>Metro</b>
ODOT Key Number:	<b>20884</b> <span style="float: right;">MTIP ID Number: 70875</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.</li> <li>Source: Existing project</li> <li>Funding: The PGB contains STBG funds committed for future Metro awarded TSMO projects</li> <li>Project Type: TSMO/ITS</li> <li>Location: N/A</li> <li>Mile Post Limits: N/A</li> <li>Current Status Code: N/A</li> <li>STIP Amendment Number: TBD</li> <li>MTIP Amendment Number: DC21-05-DEC</li> <li>OTC approval required: No</li> </ul>
What is changing?	<b><u>AMENDMENT ACTION: SPLIT FUNDS</u></b> The formal amendment shifts \$535,787 of STBG-U funds to Clackamas County's new ATC upgrade project. The funding along with \$200,000 of STP-U funds from Key 19289 is providing the funding source for the Clackamas County project.
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, for projects that cost \$1 million or above, a formal/full amendment is required when the cost change impacting the project is above 20%. For this project the cost change from the split equals 31.6%
Total Programmed Amount:	The total programmed amount in Key 20884 (federal and match) decreases from \$1,887,411 to \$1,290,199
Added Notes:	

<b>Project 4: Central Systemic Signals and Illumination (ODOT)</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>20335</b> <span style="float: right;">MTIP ID Number: 70950</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements:</li> </ul>

	<p>Illumination; intersection work; bike and pedestrian improvements; ADA upgrades; signal work; signs; warnings; striping; medians; utility relocation; and other safety improvements at various locations. (PGB-ARTS)</p> <ul style="list-style-type: none"> <li>• Source: Existing project</li> <li>• Funding: The PGB contains committed federal Highway Safety Improvement Program (HSIP) funds</li> <li>• Project Type: Safety Project Grouping Bucket (PGB)</li> <li>• Location: N/A</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: 21-24-0109</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: SCOPE CHANGE</u></b></p> <p>The formal amendment adds two site locations to the project grouping bucket. As a result PE design costs increase. Right-of-Way (ROW) phase costs have been update to reflect actual needs and costs. Unrequired ROW funding is shifted to PE to cover the increased PE phase costs.</p>
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects involving a significant scope change require a full/formal amendment
Total Programmed Amount:	The total programmed amount remains unchanged at \$4,370,300.
Added Notes:	

<b>Project 5: Road Safety Audit Implementation</b>	
Lead Agency:	<b>ODOT</b>
ODOT Key Number:	<b>20414</b> <span style="float: right;">MTIP ID Number: 7070</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Address unanticipated safety improvements as identified. 2018 RTP approved HSIP Safety and Operations Project Grouping Bucket (PGB)</li> <li>• Source: Existing project</li> <li>• Funding: The PGB contains committed federal Highway Safety Improvement Program (HSIP) funds</li> <li>• Project Type: Safety Project Grouping Bucket (PGB)</li> <li>• Location: N/A</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: 21-24-0119</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>

<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: COST DECREASE</u></b></p> <p>The formal amendment decreases the project grouping bucket by \$600,000 of HSIP federal funds. The funds were moved to support project Key 20479, ODOT's Region 1 Bike Ped Crossings project. The funds were shift as part of the 2021-24 MTIP and STIP update but not corrected here in Key 20414.</p>
<p>Additional Details:</p>	<p>The \$600k was already removed from the project grouping bucket and committed to Key 20479 as part of the 2021-24 MTIP Update process. The double programming error was caught and is being corrected now.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total project cost of \$1 million or greater and involve a cost change greater than 20% require a formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount decreases from 1,539,244 to \$939,244 and represents a 38.9% cost change to the project.</p>
<p>Added Notes:</p>	

<p><b>Project 6: SMART Senior and Disabled Program 2019</b></p>	
<p>Lead Agency:</p>	<p><b>SMART</b></p>
<p>ODOT Key Number:</p>	<p><b>20866</b></p>
<p>MTIP ID Number:</p>	<p>70896</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations</li> <li>Source: New project</li> <li>• Funding: The project contains FTA Section 5310 federal funds supporting paratransit and senior mobility needs</li> <li>• Project Type: Transit</li> <li>• Location: SMART service area</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: 21-24-0123</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new FTA Section 5310 project to the 2021-24 MTIP. Key 20866 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5310 obligation did not occur as expected, Key 20866 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>



Additional Details:	The MTIP short and detailed descriptions are being updated as well.
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 \$51,250
Added Notes:	

<b>Project 7: SMART Senior and Disabled Program (2020)</b>	
Lead Agency:	<b>SMART</b>
ODOT Key Number:	<b>20867</b> <span style="float: right;">MTIP ID Number: 70897</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Provide ADA paratransit services to improve mobility for seniors and individuals with disabilities such as Dial-A-Ride services, offering RideWise Travel Training operating shared-ride service for disabled people, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations Source: New project</li> <li>• Funding: The project contains FTA Section 5310 federal funds supporting paratransit and senior mobility needs</li> <li>• Project Type: Transit</li> <li>• Location: SMART service area</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: 21-24-0126</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new FTA Section 5310 project to the 2021-24 MTIP. Key 20867 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5310 obligation did not occur as expected, Key 20867 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
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 \$51,250
Added Notes:	

<b>Project 8: Smart Bus and Bus Facilities (Capital) 2019</b>	
Lead Agency:	<b>SMART</b>
ODOT Key Number:	<b>20869</b> <span style="float: right;">MTIP ID Number: 70899</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements: SMART's 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART's schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs. Source: New project</li> <li>Funding: The project contains FTA Section 5339 federal funds supporting various transit improvement needs</li> <li>Project Type: Transit</li> <li>Location: SMART service area</li> <li>Mile Post Limits: N/A</li> <li>Current Status Code: N/A</li> <li>STIP Amendment Number: 21-24-0163</li> <li>MTIP Amendment Number: DC21-05-DEC</li> <li>OTC approval required: No</li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new FTA Section 5339 project to the 2021-24 MTIP. Key 20869 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5339 obligation did not occur as expected, Key 20869 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
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 \$87,500
Added Notes:	

<b>Project 9: SMART Bus and Bus Facilities (Capital) 2020 (Add New Project)</b>	
Lead Agency:	<b>SMART</b>
ODOT Key Number:	<b>20870</b> <span style="float: right;">MTIP ID Number: 70970</span>
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>Proposed improvements:</li> </ul>



	<p>SMART’s 5339 program supports the replacement, rehabilitation and purchase of buses and related equipment and to construct bus-related facilities such as SMART’s schedule scheduling software procurement, and upgrades to bus stop amenities such as bus shelters and signs and bus/support vehicle replacement needs.</p> <p>Source: New project</p> <ul style="list-style-type: none"> <li>• Funding: The project contains FTA Section 5339 federal funds supporting various transit improvement needs</li> <li>• Project Type: Transit</li> <li>• Location: SMART service area</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: 21-24-0164</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>
What is changing?	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new FTA Section 5339 project to the 2021-24 MTIP. Key 20870 was programmed in the 2018-21 MTIP and expected to obligate its funds by the end of FY 2020. As a result, the project was not carried-over into the new 2021-24 MTIP. Upon learning that the 5339 obligation did not occur as expected, Key 20870 is being added to the 2021-24 MTIP to ensure the fund obligation can occur during FY 2021.</p>
Additional Details:	The MTIP short and detailed descriptions are being updated as well.
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 \$96,000
Added Notes:	

<b>Project 10:</b>	<b>TriMet Elderly and Disabled Program (2020) (Cancel Project)</b>		
Lead Agency:	<b>TriMet</b>		
ODOT Key Number:	<b>20837</b>	MTIP ID Number:	70924
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Providing para-transit ADA services within the TriMet service area to improve mobility for seniors and individuals with disabilities such as operating LIFT, TriMet’s shared-ride service for people who are unable to use regular buses and trains due to a disability or disabling health condition, procuring, and maintaining ADA buses and vans, plus implementing ADA improvements at stops and stations.</li> </ul> <p>Source: Existing project</p>		

	<ul style="list-style-type: none"> <li>• Funding: The project contains FTA Section 5310 federal funds supporting senior mobility and para-transit ADA support to people with disabilities</li> <li>• Project Type: Transit</li> <li>• Location: TriMet service area</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: 21-24-0075</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>																																																																																																																																
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: CANCEL PROJECT</u></b></p> <p>The formal amendment cancels Key 20837 from the 221-24 MTIP. Key 20837 is programmed with FTA Section 5310 funds supporting transit needs for senior and the disabled. The project was projected to obligate its funds before the end of FY 2020 (September 30, 2020). This did occur, but verification did not occur until October. Since obligation verification was not available at the time of the final transition carry-over decisions, Key 20837 was carried over into the 2021-24 MTIP under the assumption it did not obligate its 5310 funds. Now that obligation verification has occurred, Key 20837 is being canceled from the 2021-24 MTIP. The 20218-21 MTIP retains Key 20837 and no action is required to re-open the 2018-21 MTIP.</p>																																																																																																																																
<p>Additional Details:</p>	<p>Fund obligation during September 2020 and verified by TrAMS status and approval grant report from TriMet</p> <table border="0"> <tr> <td colspan="8"><i>Sep-2020</i></td> </tr> <tr> <td>OR-2020-043</td> <td>NA</td> <td colspan="6">FY2019 5312 STEPS to MOD &amp; MPI Demonstration</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Travel &amp; Incidentals (00)</td> <td>5312</td> <td>\$35,000</td> <td>\$0</td> <td>\$35,000</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Personnel - Task 4 Project Management (00)</td> <td>5312</td> <td>\$415,872</td> <td>\$47,128</td> <td>\$463,000</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Contractual - Task 3 Mobility Data (00)</td> <td>5312</td> <td>\$334,100</td> <td>\$150,000</td> <td>\$484,100</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Contractual - Task 2 Customer Experience (00)</td> <td>5312</td> <td>\$258,476</td> <td>\$380,077</td> <td>\$638,553</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Contractual - Task 1 Innovative Payment (00)</td> <td>5312</td> <td>\$546,304</td> <td>\$236,808</td> <td>\$783,212</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Contractual - Task 1 Innovative Payment (00)</td> <td>5312</td> <td>\$222,530</td> <td>\$90,502</td> <td>\$313,032</td> </tr> <tr> <td colspan="5"><i>Subtotal OR-2020-043</i></td> <td></td> <td></td> <td></td> </tr> <tr> <td>OR-2020-060-00</td> <td>20837</td> <td colspan="6">FY20 5310 Mobility Management, Purchase of Service, Preventive Maintenance &amp; Operating</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Preventive Maintenance FY20 (00)</td> <td>5310</td> <td>\$25,475</td> <td>\$6,368</td> <td>\$31,844</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Operating FY20 (00)</td> <td>5310</td> <td>\$466,042</td> <td>\$466,042</td> <td>\$932,084</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>Mobility Management FY20 (00)</td> <td>5310</td> <td>\$165,712</td> <td>\$41,428</td> <td>\$207,140</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>3rd Party Contracted Services (5310 Only) FY20 (00)</td> <td>5310</td> <td>\$51,475</td> <td>\$12,869</td> <td>\$64,344</td> </tr> <tr> <td></td> <td></td> <td>Active</td> <td>3rd Party Contracted Services FY20 (00)</td> <td>5310</td> <td>\$615,671</td> <td>\$153,918</td> <td>\$769,589</td> </tr> <tr> <td colspan="5"><i>Subtotal OR-2020-060-00</i></td> <td>\$1,324,375</td> <td>\$680,626</td> <td>\$2,005,001</td> </tr> </table>	<i>Sep-2020</i>								OR-2020-043	NA	FY2019 5312 STEPS to MOD & MPI Demonstration								Active	Travel & Incidentals (00)	5312	\$35,000	\$0	\$35,000			Active	Personnel - Task 4 Project Management (00)	5312	\$415,872	\$47,128	\$463,000			Active	Contractual - Task 3 Mobility Data (00)	5312	\$334,100	\$150,000	\$484,100			Active	Contractual - Task 2 Customer Experience (00)	5312	\$258,476	\$380,077	\$638,553			Active	Contractual - Task 1 Innovative Payment (00)	5312	\$546,304	\$236,808	\$783,212			Active	Contractual - Task 1 Innovative Payment (00)	5312	\$222,530	\$90,502	\$313,032	<i>Subtotal OR-2020-043</i>								OR-2020-060-00	20837	FY20 5310 Mobility Management, Purchase of Service, Preventive Maintenance & Operating								Active	Preventive Maintenance FY20 (00)	5310	\$25,475	\$6,368	\$31,844			Active	Operating FY20 (00)	5310	\$466,042	\$466,042	\$932,084			Active	Mobility Management FY20 (00)	5310	\$165,712	\$41,428	\$207,140			Active	3rd Party Contracted Services (5310 Only) FY20 (00)	5310	\$51,475	\$12,869	\$64,344			Active	3rd Party Contracted Services FY20 (00)	5310	\$615,671	\$153,918	\$769,589	<i>Subtotal OR-2020-060-00</i>					\$1,324,375	\$680,626	\$2,005,001
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<p>Total Programmed Amount:</p>	<p>The total programmed amount decreases to \$0</p>																																																																																																																																
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<p><b>Project 11:</b></p>	<p><b>TriMet Battery Electric Bus Purchases</b></p>		
<p>Lead Agency:</p>	<p><b>TriMet</b></p>		
<p>ODOT Key Number:</p>	<p><b>TBD - New</b></p>	<p>MTIP ID Number:</p>	<p><b>TBD - New</b></p>

<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> <li>• Proposed improvements: Purchase five 40 ft. expanded-range battery electric replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.</li> <li>• Source: New project</li> <li>• Funding: The project contains Metro allocated Congestion Mitigation Air Quality (CMAQ) improvement funds</li> <li>• Project Type: Transit</li> <li>• Location: TriMet service area</li> <li>• Mile Post Limits: N/A</li> <li>• Current Status Code: N/A</li> <li>• STIP Amendment Number: TBD</li> <li>• MTIP Amendment Number: DC21-05-DEC</li> <li>• OTC approval required: No</li> </ul>
<p>What is changing?</p>	<p><b><u>AMENDMENT ACTION: ADD NEW PROJECT</u></b></p> <p>The formal amendment adds the new TriMet bus procurement project into the 2021-24 MTIP. The use of CMAQ for this project originates from a fund exchange among Metro, Portland, and TriMet. The use of CMAQ was determined to be a better fit for the CMAQ funds which require a clear and demonstrable air quality improvements as part of their core eligibility for use. Initially programmed to a Portland project, the fund exchange offered Portland the opportunity to deliver their faster and potentially with fewer delivery obstacles. TriMet receives CMAQ on an annual basis from Metro and the opportunity to apply the CMAQ to the electric bus purchase offered a stronger value for the CMAQ funds.</p>
<p>Additional Details:</p>	<p>Determining the eligibility for use of CMAQ funds also requires approvals from the ODOT State CMAQ Manager and FHWA to ensure the funds are being used for eligible air quality benefits. Approval for the use the CMAQA has now occurred allowing MTIP and STIP programming to move forward.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project in the MTIP requires a full/formal amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount is \$5,867,360</p>
<p>Added Notes:</p>	<p>See Attachments 3 and 4 for additional details</p> <ul style="list-style-type: none"> <li>• Attachment 3 CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases</li> <li>• Attachment 4: CMAQ Fund Use Application for TriMet Electric Bus Purchase</li> </ul>

Note: The Amendment Matrix locate at right 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.

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

- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
  - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
  - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
  - Is eligible for special programming exceptions periodically negotiated with USDOT.
  - 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 December 2020 Formal MTIP amendment (DC21-05-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	December 1, 2020
• TPAC notification and approval recommendation.....	December 4, 2020
• JPACT approval and recommendation to Council.....	December 17, 2020
• Completion of public notification process.....	December 31, 2020
• <b>Metro Council approval.....</b>	<b>January 7, 2021</b>

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.....	January 12, 2021
• Submission of the final amendment package to USDOT .....	Janaury13, 2021
• ODOT clarification and approval.....	Early February, 2021
• USDOT clarification and final amendment approval.....	Mid February, 2021

**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, or obtain the next required federal approval step as part of the federal transportation delivery process.
4. **Metro Budget Impacts:** None to Metro

**RECOMMENDED ACTION:**

**JPACT approved Resolution 20-5151 on December 17, 2020 and is requesting Metro Council approve Resolution 20-5151 consisting of eleven projects in the December 2020 Formal Amendment Bundle enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.**

- TPAC notification and approval recommendation: December 4, 2020
- JPACT approval: December 17, 2020

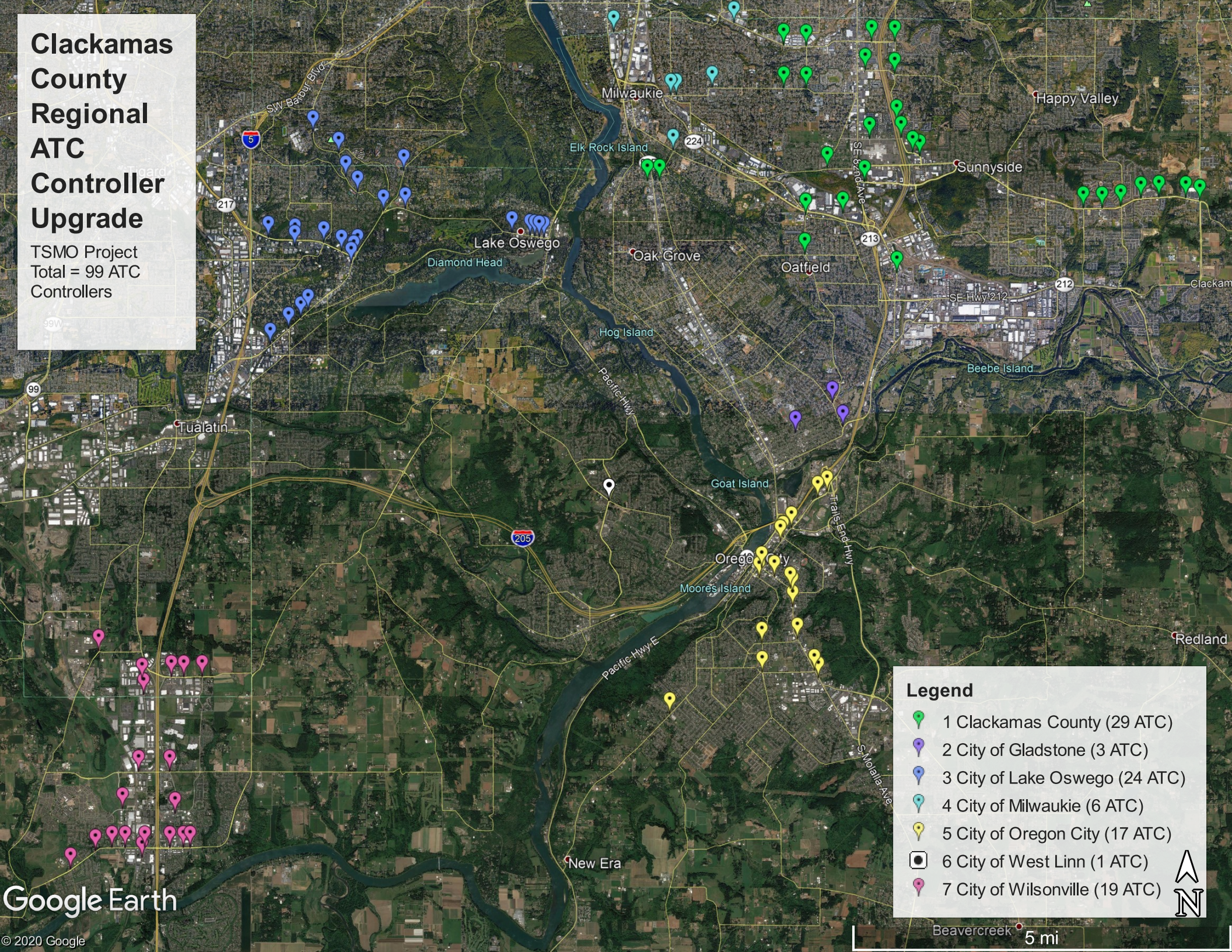
Attachments:

1. Clackamas County Regional ATC Controller Upgrade Location Map
2. Metro TSMO Award Memo
3. Attachment 3 CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases
4. Attachment 4: CMAQ Fund Use Application for TriMet Electric Bus Purchase



# Clackamas County Regional ATC Controller Upgrade

TSMO Project  
Total = 99 ATC  
Controllers



**Legend**

- 1 Clackamas County (29 ATC)
- 2 City of Gladstone (3 ATC)
- 3 City of Lake Oswego (24 ATC)
- 4 City of Milwaukie (6 ATC)
- 5 City of Oregon City (17 ATC)
- 6 City of West Linn (1 ATC)
- 7 City of Wilsonville (19 ATC)







**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

# Memo

Date: Jan. 2, 2020  
To: TPAC and Interested Parties  
From: Caleb Winter, TSMO Program Manager, Senior Transportation Planner  
Subject: TSMO Sub-allocation for FFY19-21

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## **Memo Purpose**

Share TransPort's Transportation System Management and Operations (TSMO) project recommendations from the 2019 TSMO Project Solicitation (2019-2021 MTIP).

## **Overview**

TransPort is the Subcommittee of TPAC that plays a key role in advancing TSMO projects. TransPort updates the criteria based on the current TSMO strategy and regional policy priorities. Metro leads the TSMO solicitation and review process. TransPort recommends projects for funding.

The 2019 TSMO Project Solicitation process included these steps:

- March-July 2019 – TransPort discussed important 2018 RTP policies to develop the criteria that went into the 2019 TSMO Project Solicitation
- August-September 2019 - Solicitation and submissions
- October 2019 – Metro led the review process including screening for meeting minimum requirements, project readiness/risk review and ratings from a group of regional-level reviewers
- November 2019 - TransPort discussion, including GIS exercises to tie intersection investments to TSMO criteria
- November 2019 – Applicants provided revised requests (optional)
- December 11, 2019 – TransPort took action to unanimously recommend the projects below.

For more background, please see the application and guidance still posted at <https://www.oregonmetro.gov/tsmo>.

The 2019 TSMO Solicitation was based on affording projects with an estimated \$4.6M in federal funds. After budget review and accounting for the TSMO program management costs for three years, Metro determined that \$4.7M in federal funds is available for the 2019 TSMO Project Solicitation. Nearly \$7M in requests were received (\$2.3M above available funds).

During the November 13, 2019 TransPort meeting, consensus was to give each applicant the option of tightening budgets and/or scaling down the project. Most of the applicants submitted revised requests. Revised requests, plus those that were not revised, totaled \$6,341,459 in requested TSMO federal funds (\$1.6M above available funds).

Metro Staff created an option for TransPort to discuss at their Dec. 11 using reviewer ratings, GIS analysis of project locations and other input to help scale projects to the \$4.7M of available TSMO federal funds.

## **Recommended Projects**

TransPort recommends projects in two categories. The first involves upgrading the hardware equipment at many signalized intersections across the region with Advanced Traffic Controllers



(ATCs). The second category primarily serves region-wide needs. The following describes these categories with select project details. All projects are listed at the end of this memo.

### **Advanced Traffic Controller Projects**

These projects are located at intersections around the region and applicants provided Metro with locations. Metro compared intersections to 2019 TSMO Solicitation criteria as the basis for investment:

- Equity – fund all in 2018 RTP equity focus areas
- Safety – fund all that are at high-injury crash intersections identified by Metro or by local agency’s safety plan, plus signals nearby or serving fire stations
- Reliability for people – fund all related to transit reliability as well as some additional transit-serving intersections, intersections near schools and intersections that provide a foundation for Integrated Corridor Management
- Reliability for goods movement – fund all related to Metro analysis of reliability on freight routes plus some intersections with identified freight demand
- Reliability – fund some intersections that provide a foundation for Integrated Corridor Management
- Partnerships – fund a portion of intersections in cities that are providing local matching funds

The list of lead agencies deploying ATCs is included at the end of this memo.

### **All Other Project Applications**

PSU – PORTAL keeps the funding level close to historic levels for the next three years of enhancing and continuing the regional transportation data archive.

Metro - TSMO Program Plus provides additional support to bring onboard additional professional services to boost both the technical side and communications for the program.

- \$90,000 for planning supportive of extending the 2020 TSMO Strategy update to city, county and related state planning efforts
- \$30,000 for operator policy development, supportive of operator agreements, sharing agreements and similar efforts called for by the 2020 TSMO Strategy
- \$100,000 for research of a range of needs to be identified in the 2020 TSMO Strategy that may include applying a racial equity lens by understanding TSMO related context around changing travelers access and needs; ranging to, Dynamic Traffic Assignment modeling, to understand performance of different operations scenarios.
- \$40,000 for training, supportive of the skills desired by TSMO partners
- \$48,600 for Communications supportive of TSMO partners to do their work communicating the TSMO strategies, solutions and outcomes

City of Portland - Regional Traffic Signal System Performance Measures for active transportation.

City of Portland - Traffic Signal Communications (fiber optics) for connecting signals on NE Holgate east of 82<sup>nd</sup> Ave.

Two projects received lower ratings and were ultimately lower priorities for TransPort and will not receive funding from the 2019 TSMO recommendation:

- Metro Regional Operations Asset Data ConOps: a planning project to create a virtual layer of signal and signage infrastructure.
- PBOT Rail Safety Crossing Project: batteries to help in the event of power failure.

### Next Steps

The steps ahead for concluding the project recommendation process and beginning projects include:

- Metro newsfeed item announcing recommended projects
- TSMO Program staff finalize recommendation letters with conditions of approval
- Winter/Spring - Lead agencies will refine project scopes, draft IGAs, work with Metro and ODOT on MTIP/STIP programming in preparation for FHWA Obligation

Please contact me with any questions at 503-797-1758 or [Caleb.Winter@oregonmetro.gov](mailto:Caleb.Winter@oregonmetro.gov).

Lead agency	Project name	Project type	TSMO Federal Portion
City of Portland	Traffic Signal Communications	Data communications through fiber optics	\$227,196
City of Portland	Local Traffic Signal Controller Replacement	ATCs	\$840,435
City of Portland	Regional Traffic Signal System Performance Measures	Traffic Signal Performance Measures for Active Transportation	\$619,137
Clackamas County	Clackamas County Regional ATC controller & Signal Optimization Project	ATCs in Clackamas County, Gladstone, Lake Oswego, Milwaukie, Oregon City, West Linn, Wilsonville	\$735,878
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880
Oregon Department of Transportation	Advanced Traffic Controller (ATC) Deployment Project 99E and Tualatin Valley Highway	ATCs	\$239,507

Lead agency	Project name	Project type	TSMO Federal Portion
Portland State University	Multimodal Transportation Data Archive	Data archiving and enhancements of PORTAL	\$600,000
Washington County	Advanced Traffic Controller (ATC) Optimization Project	ATCs in Washington County, Beaverton, Hillsboro and Tigard	\$1,151,936

*Total = \$4,700,000*

# Memo

Attachment 3 CMAQ Eligibility Submission of Approval  
– TriMet Electric Purchase



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: October 15, 2020  
To: Hope Derrickson, CMAQ Program Manager – ODOT  
From: Grace Cho, Senior Transportation Planner - Metro  
Ted Leybold, Resource Development Manager - Metro  
Subject: CMAQ Eligibility Submission for Approval – TriMet Electric Bus Purchases

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## **Introduction**

The following memorandum outlines the details requested in ODOT’s CMAQ application form for those eligible transportation projects seeking the use of CMAQ funds. Included are the cost-benefit analysis, project timeline, overview of MPO process and criteria, project sketch as required by the ODOT CMAQ funding eligibility application. Additional materials are attached, as indicated.

## **Background**

The TriMet electric bus purchases is a new project anticipated to be amended in the 2021-2024 MTIP. Previously awarded CMAQ funding is being reprogrammed to the purchase of electric buses. This is to address timing and obligation issues related to two previously awarded projects from the 2016-2018 Regional Flexible Fund and 2014-2015 Regional Flexible Fund allocation cycles. The previous projects are the Central City Multimodal Safety Project – Phase II (City of Portland) and Vehicle Electrification (Metro). Based on project scopes, both projects were deemed eligible and Metro conducted the necessary emissions analyses of the project and submitted it for CMAQ eligibility approval. Approvals was received in 2015 and 2012.

Since the original CMAQ eligibility approval, the two projects have ran into various scoping and timeline issues where all parties agreed locally funding the projects would expedite delivery rather than entering into new IGAs and beginning the federal aid process. Through a fund exchange agreement with TriMet, the Central City Multimodal Safety Project and Vehicle Electrification are both being locally funded in exchange for TriMet to apply the CMAQ funds to an eligible use, which has been identified as the purchase of electric buses. Metro serves as the local fund administrator. Metro is resubmitting an emissions analysis to reprogram the CMAQ funding to another CMAQ eligible use, electric bus purchases.

## **Overview of Supplemental Materials – As Required by the CMAQ Application**

- Map showing project location – See Attached – TriMet District Map
- Indicate what level of Operating Assistance will be required – N/A
- Detailed Project Cost Estimate/Budget and Schedule – See CMAQ Application
- Detailed Timeline for Project – See Section 1.
- Documentation if Project is a TCM in an approved SIP – N/A
- Buy America information or waiver request – See Attached – Buy America Information from Electric Bus Vendors/Manufactures
- Cost Effectiveness Assessment – See Section 2.
- Overview of MPO public process and criteria in project selection – See Section 3.
- Additional quantitative or qualitative emissions analysis information – See Attached – AFLEET calculation
- Project Sketch/drawings or plans – See Attached – TriMet Electric Bus Press Release
- Any other supporting documentation that may support successful award – N/A
  - A copy of the fund exchange IGA can be provided upon request.

## **1. TriMet Electric Bus Purchase Project Timeline**

- July- December 2021 - Procurement of electric buses (If needed; in some cases a multi-year RFP-contract is already in place.)
- January – February 2022 – Details about the order are sorted/ new specs, adjustments to the build etc.
- February 2022 – Orders for buses are placed
- March - August 2022 – Buses are in production by vendor/manufacturer
- September 2022 – Buses delivered; TriMet conducts deployment validation, invoice received. Once validation is complete, the invoice is paid and TriMet submits a report/reimbursement request for CMAQ funds to FTA.

**2. CMAQ Cost Effectiveness Analysis for TriMet Electric Bus Purchases**

Total – 5 electric buses purchased.

<b>Carbon Monoxide (CO)</b>	<b>Volatile Organic Compounds (VOC)</b>	<b>Nitrogen Oxide (NOx)</b>
\$4,946,372	\$4,946,372	\$4,946,372
/94.248	/16.037	/220.420
\$52,482.39	\$208,422.34	\$22,440.62

**3. MPO Process for Prioritization and Criteria in Project Selection**

Electrification of the transit fleet is a transportation investment priority which has been identified in the 2018 Regional Transportation Plan (RTP) and the Climate Smart Strategy for the Portland metropolitan region (adopted in 2014). In the development of the 2018 RTP, addressing climate change (and the co-benefit of reducing air pollution from vehicles) emerged as one of four main priority areas for the region to focus its efforts. The 2018 RTP identifies goals and objectives related to the reduction of greenhouse gases from the transportation system and serving as a leader on addressing climate change. Addressing climate change is also supported by the region’s adopted Climate Smart Strategy (2014), which is a state-mandated transportation and land use strategy to reduce greenhouse gas emissions from light duty vehicles with established targets.

The goals and objectives of these two planning documents and the further prioritization of addressing climate change in the 2018 RTP process serves as the primary process for prioritizing the electrification of transit fleet. Electric buses are included in the 2018 RTP financially constrained project list.

With each of these planning and prioritization efforts, wide outreach and engagement were undertaken throughout the entire development process. In the cases of the 2018 RTP and the Climate Smart Strategy, each effort undertook various forms of engagement – from online surveys, focus groups, leadership forums, etc. – over the three-year period of development. Electrification of the transit fleet as well as personal vehicles emerged as a central strategy to support the region address its goals centered around addressing climate change.

In addition, the recent Get Moving 2020 transportation funding measure led by the Metro Council also prioritized transit fleet electrification and the public comments received for the 2021-2024 Metropolitan Transportation Improvement Program (MTIP) also illustrated public support for the accelerated deployment of electrification of transit fleet to meet greenhouse gas reduction goals as well as address the public health impacts of diesel pollution from vehicles.

Information about the planning processes can be found on Metro's website at the following:

<https://www.oregonmetro.gov/regional-transportation-plan>

<https://www.oregonmetro.gov/climate-smart-strategy>

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
<a href="#">ODOT CMAQ Guidelines</a>			
PROJECT INFORMATION			
Project Title	TriMet Battery Electric Bus Purchases		
MPO (if Applicable)	Metro	STIP #	
Agency (applicant)	Tri-county Metropolitan Transportation District of Oregon (TriMet)		
Address	1800 SW 1 <sup>st</sup> Avenue, Suite 300, Portland, OR 97201		
Primary Contact	Tyler Bennett		
Telephone	503-962-4896	Public-Private Partnership? Y/N	N
Email	BennettT@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	Within TriMet District		
Project Delivery	Certified Agency <input checked="" type="checkbox"/> SFLP (non MPO) <input type="checkbox"/> ODOT Delivered: <input type="checkbox"/>		
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
<input checked="" type="checkbox"/>	Public Transportation Improvements		Traffic Flow Improvements for Congestion Reduction
<input type="checkbox"/>	Transp. Options Strategies	<input checked="" type="checkbox"/>	Vehicle and Fuel Efficiency Efforts
<input type="checkbox"/>	Pedestrian/Bicycle Infrastructure		Road Dust Mitigation (PM10 areas only)
<input type="checkbox"/>	ITS for Congestion Reduction		Project is a TCM
Infrastructure project is on a: <input type="checkbox"/> Roadway, <input type="checkbox"/> Bikeway or Sidewalk, <input checked="" type="checkbox"/> Transit, <input type="checkbox"/> Other			
Non-Infrastructure Project includes: <input type="checkbox"/> Operating Assistance, <input type="checkbox"/> Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): Bus routes Within the Tri-County Metropolitan Transportation District of Oregon		Functional Class: n/a	
Cross Streets, Termini: n/a		Total Linear Feet: n/a	

<b>DETAILED COST ESTIMATE / SCHEDULE</b>						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal  _____	CMAQ	Local	non Fed  _____	Total
Project Development						
Design/ Engineering						
Right of Way						
Construction						
Operating Assistance (if applicable)						
Other – Battery Electric Bus Purchases	FFY2022		\$4,946,372	\$920,988		<b>\$5,867,360</b>
<b>Totals</b>			<b>\$4,946,372</b>	<b>\$920,988</b>		<b>\$5,867,360</b>
Duration of Project Funding (Years): 1 year, earliest first year of billing FFY2022						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
<p>Purchases of electric buses are eligible use of CMAQ funds. No ineligible components. Local match is derived from Statewide Transportation Improvement Fund and future bond revenue.</p>						
<b>PROJECT NARRATIVE</b>						
<p>Purchase replacement vehicles for fixed-route bus service, with transition to battery-electric buses (BEB) from diesel buses. (RTP ID 12081 and 10928) This project will provide five, 40 ft expanded-range battery electric buses for fixed route bus service within the TriMet district. The transition to BEB from diesel will include a combination of new bus purchases and battery electric repowers of diesel buses.</p>						



**EMISSIONS REDUCTIONS**

Emission reductions are calculated using the Argonne National Library AFLEET simple payback calculator.

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

VOC	.047	CO	.281
NOx	.657	PM10	N/A
PM2.5	N/A	CO2	N/A
Duration of PM10 & CO Benefit	Permanent/ 1 Years		

**SUPPORTING INFORMATION**

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

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

**SUBMISSION**

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	November 3, 2020
	Name and Title		

**Submit Completed Application to:**

[E-mail: CMAQ@odot.state.or.us](mailto:CMAQ@odot.state.or.us) | [Subject Line: CMAQ \[Agency Name\] Application \[Year\]](#)

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

Agenda Item No. 4.1

**Ordinance No. 21-1455**, For the purpose of annexing to the Metro District Boundary approximately 16.25 acres located at the corner of SW Frog Pond Lane and Stafford Road in Wilsonville.

*Ordinance (First Reading & Public Hearing)*

Metro Council Meeting  
Thursday, January 07, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE ) ORDINANCE NO. 21-1455  
METRO DISTRICT BOUNDARY )  
APPROXIMATELY 16.25 ACRES LOCATED ) Introduced by Chief Operating Officer  
AT THE CORNER OF SW FROG POND LANE ) Marissa Madrigal with the Concurrence of  
AND STAFFORD ROAD IN WILSONVILLE ) Council President Lynn Peterson

WHEREAS, West Hills Development, LLC has submitted a complete application for annexation of 16.25 acres located at the corner of SW Frog Pond Lane and Stafford Road in Wilsonville (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Frog Pond area to the urban growth boundary (UGB), including the territory, by Ordinance No. 02-969B on December 5, 2002; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on January 7, 2021; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated December 17, 2020, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this \_\_\_ day of January 2021.

\_\_\_\_\_  
Lynn Peterson, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Jaye Cromwell, Recording Secretary

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

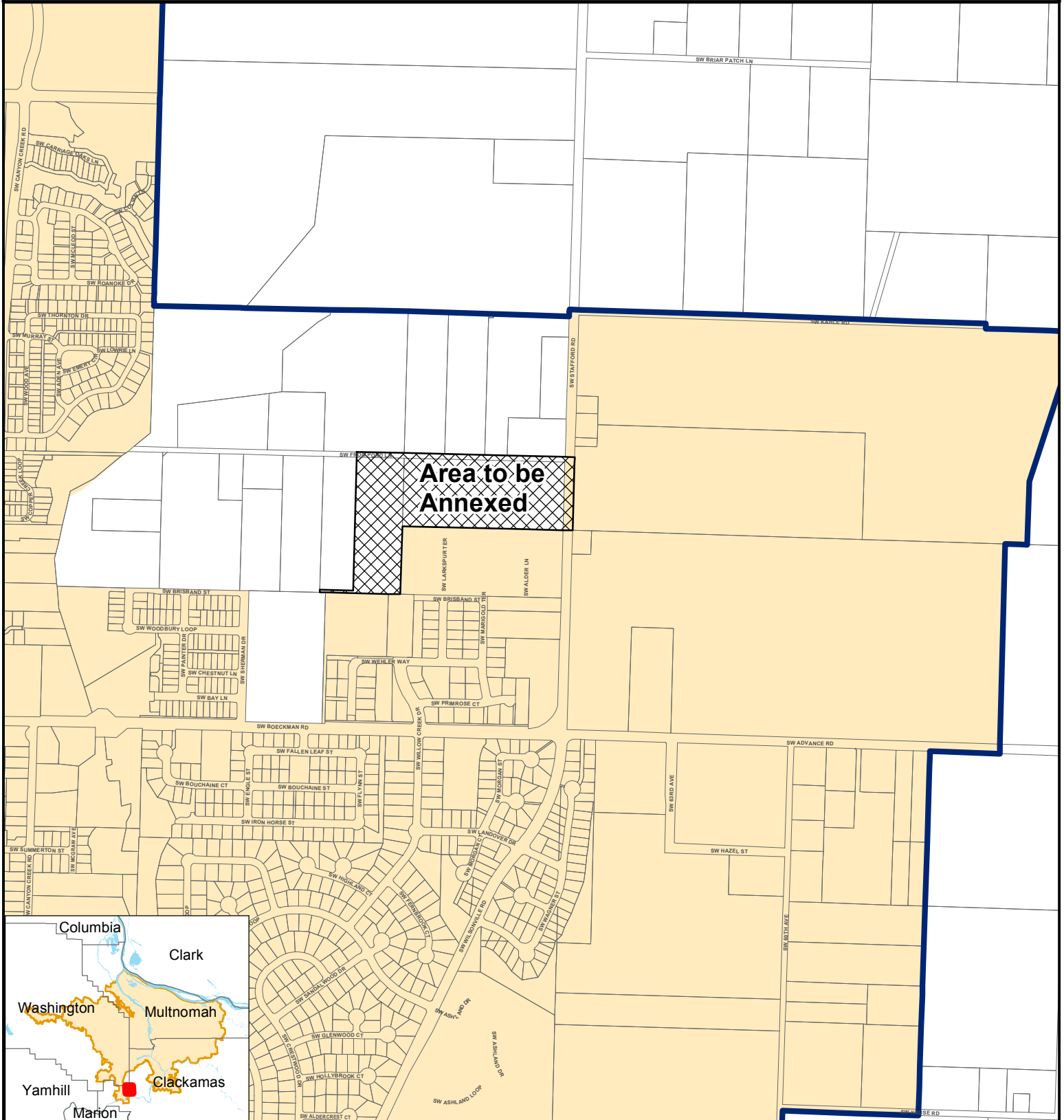
# Exhibit A

# Proposal No. AN0420




3S1W12

Annexation to the Metro Service District

Clackamas County



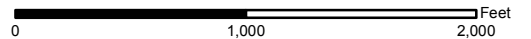
Research Center  
600 NE Grand Ave  
Portland, OR 97232-2736  
(503) 797-1742  
<http://www.oregonmetro.gov/drc>

-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0420



1:10,000



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## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1455, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 16.25 ACRES LOCATED AT THE CORNER OF SW FROG POND LANE AND STAFFORD ROAD IN WILSONVILLE

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Date: December 17, 2020  
Department: Planning & Development

Prepared by: Tim O'Brien  
Principal Regional Planner

---

### BACKGROUND

CASE: AN-0420, Annexation to Metro District Boundary

PETITIONER: West Hills Land Development, LLC  
3330 NW Yeon Avenue, Suite 200  
Portland, OR 97210

PROPOSAL: The petitioner requests annexation of land in Wilsonville to the Metro District Boundary.

LOCATION: The land in Wilsonville is approximately 16.25 acres in size, is located at the corner of SW Frog Pond Lane and Stafford Road, and can be seen in Attachment 1.

ZONING: The land is zoned for residential use (RN).

The land was added to the urban growth boundary (UGB) in 2002 and is part of the Frog Pond Area Plan that was adopted by Wilsonville. The land must be annexed into the Metro District for urbanization to occur.

### APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

#### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

#### Staff Response:

The land in Wilsonville was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B.

- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

Staff Response:

Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. The City of Wilsonville adopted the Frog Pond Area Plan in 2015. As a follow-up to the area plan and in anticipation of forthcoming development Wilsonville adopted the Frog Pond West Master Plan in July 2017. The property was annexed to the City of Wilsonville in October 2020. These measures ensured that urbanization would occur only after annexation to the necessary service districts is completed.

- 3. The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject property is part of the Frog Pond Area Plan adopted by the City of Wilsonville in 2015 and the Frog Pond West Master Plan adopted by the City in 2017. The proposed annexation is required by Wilsonville as part of a land use application. The annexation is consistent with Wilsonville's Frog Pond Area Plan and Frog Pond West Master Plan. The inclusion of the property within the Metro District is consistent with all applicable plans.

## **ANALYSIS/INFORMATION**

**Known Opposition:** There is no known opposition to this application.

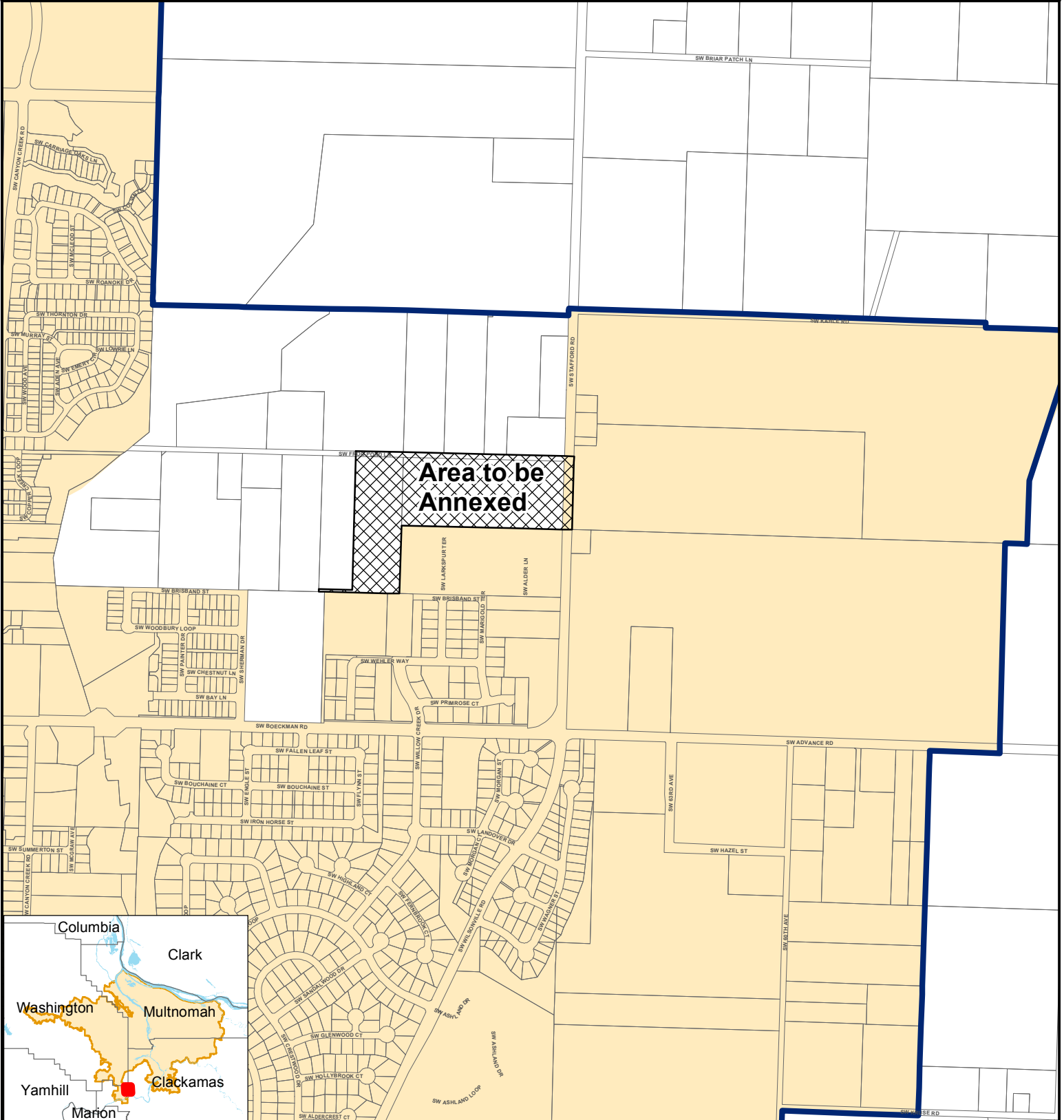
**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District boundary.

**Anticipated Effects:** This amendment will add approximately 16.25 acres in Wilsonville to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the Frog Pond Area Plan.

**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

## **RECOMMENDED ACTION**




Staff recommends adoption of Ordinance No. 21-1455.



**Area to be Annexed**



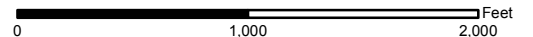
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(503) 797-1742  
<http://www.oregonmetro.gov/drc>

-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0420



1:10,000



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Agenda Item No. 4.2

**Ordinance No. 21-1456**, For the purpose of annexing to the Metro District Boundary approximately 38.49 acres located generally west of NE Constable Street in Hillsboro.

*Ordinance (First Reading & Public Hearing)*

Metro Council Meeting  
Thursday, January 07, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE ) ORDINANCE NO. 21-1456  
METRO DISTRICT BOUNDARY )  
APPROXIMATELY 38.49 ACRES LOCATED ) Introduced by Chief Operating Officer  
GENERALLY WEST OF NE CONSTABLE ) Marissa Madrigal with the Concurrence of  
STREET IN HILLSBORO ) Council President Lynn Peterson

WHEREAS, the City of Hillsboro has submitted a complete application for annexation of 38.49 acres in the North Hillsboro Industrial Area of Hillsboro (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added this portion of the North Hillsboro Industrial Area to the urban growth boundary (UGB), including the territory, by Ordinance No. 05-1070A on November 17, 2005; and

WHEREAS, Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional Plan requires annexation to the district prior to application of land use regulations intended to allow urbanization of the territory; and

WHEREAS, Metro has received consent to the annexation from the owners of the land in the territory; and

WHEREAS, the proposed annexation complies with Metro Code 3.09.070; and

WHEREAS, the Council held a public hearing on the proposed amendment on January 7, 2021; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The Metro District Boundary Map is hereby amended, as indicated in Exhibit A, attached and incorporated into this ordinance.
2. The proposed annexation meets the criteria in section 3.09.070 of the Metro Code, as demonstrated in the Staff Report dated December 17, 2020, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this \_\_\_ day of January 2021.

\_\_\_\_\_  
Lynn Peterson, Council President

Attest:

Approved as to form:

\_\_\_\_\_  
Jaye Cromwell, Recording Secretary

\_\_\_\_\_  
Carrie MacLaren, Metro Attorney

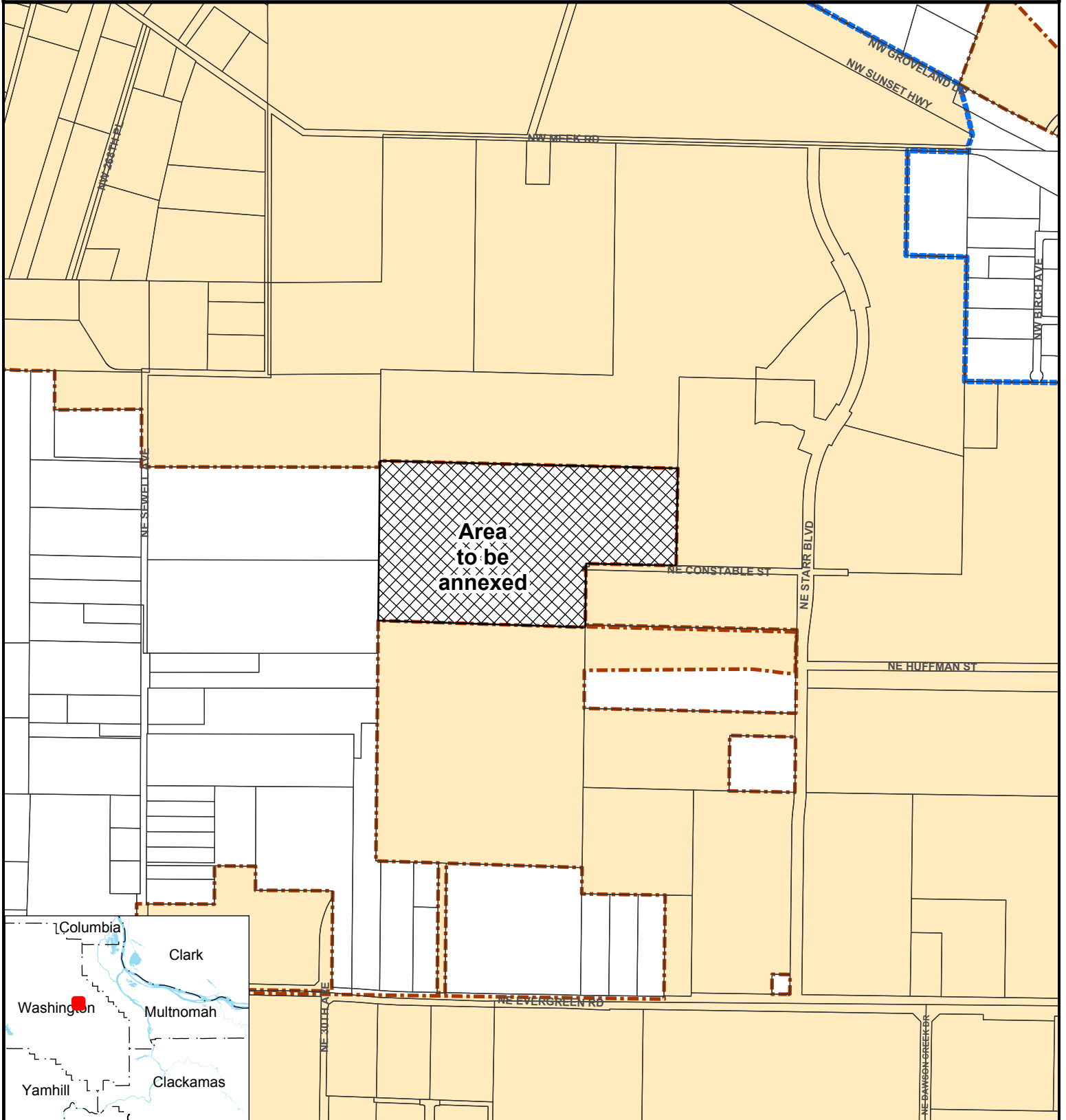
# Exhibit A

# Proposal No. AN 0520

1N2W21

Annexation to the Metro District Boundary

Washington County

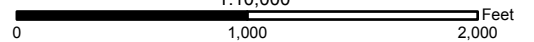


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(503) 797-1742  
<http://www.oregonmetro.gov/drc>

- Taxlots
- Urban growth boundary
- Metro District Boundary



1:10,000



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## STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1456, FOR THE PURPOSE OF ANNEXING TO THE METRO BOUNDARY APPROXIMATELY 38.49 ACRES LOCATED GENERALLY WEST OF NE CONSTABLE STREET IN HILLSBORO

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Date: December 17, 2020  
Department: Planning & Development

Prepared by: Tim O'Brien  
Principal Regional Planner

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### BACKGROUND

CASE: AN-0520, Annexation to Metro District Boundary

PETITIONER: City of Hillsboro  
Economic Development Council  
150 E Main Street, 5<sup>th</sup> Floor  
Hillsboro, OR 97123

PROPOSAL: The petitioner requests annexation of land in Hillsboro to the Metro District Boundary.

LOCATION: The parcel is located generally west of NE Constable Street, totals approximately 38.49 acres in size, and can be seen in Attachment 1.

ZONING: The land is zoned for industrial use (I-S) by Hillsboro.

The parcel was added to the urban growth boundary (UGB) in 2005 and is part of the North Hillsboro Industrial Area Plan District. The land must be annexed into the Metro District for urbanization to occur.

### APPLICABLE REVIEW CRITERIA

The criteria for an expedited annexation to the Metro District Boundary are contained in Metro Code Section 3.09.070.

#### *3.09.070 Changes to Metro's Boundary*

*(E) The following criteria shall apply in lieu of the criteria set forth in subsection (d) of section 3.09.050. The Metro Council's final decision on a boundary change shall include findings and conclusions to demonstrate that:*

- 1. The affected territory lies within the UGB;*

#### Staff Response:

The parcel was brought into the UGB in 2005 through the Metro Council's adoption of Ordinance No. 05-1070A. Thus the affected territory is within the UGB.

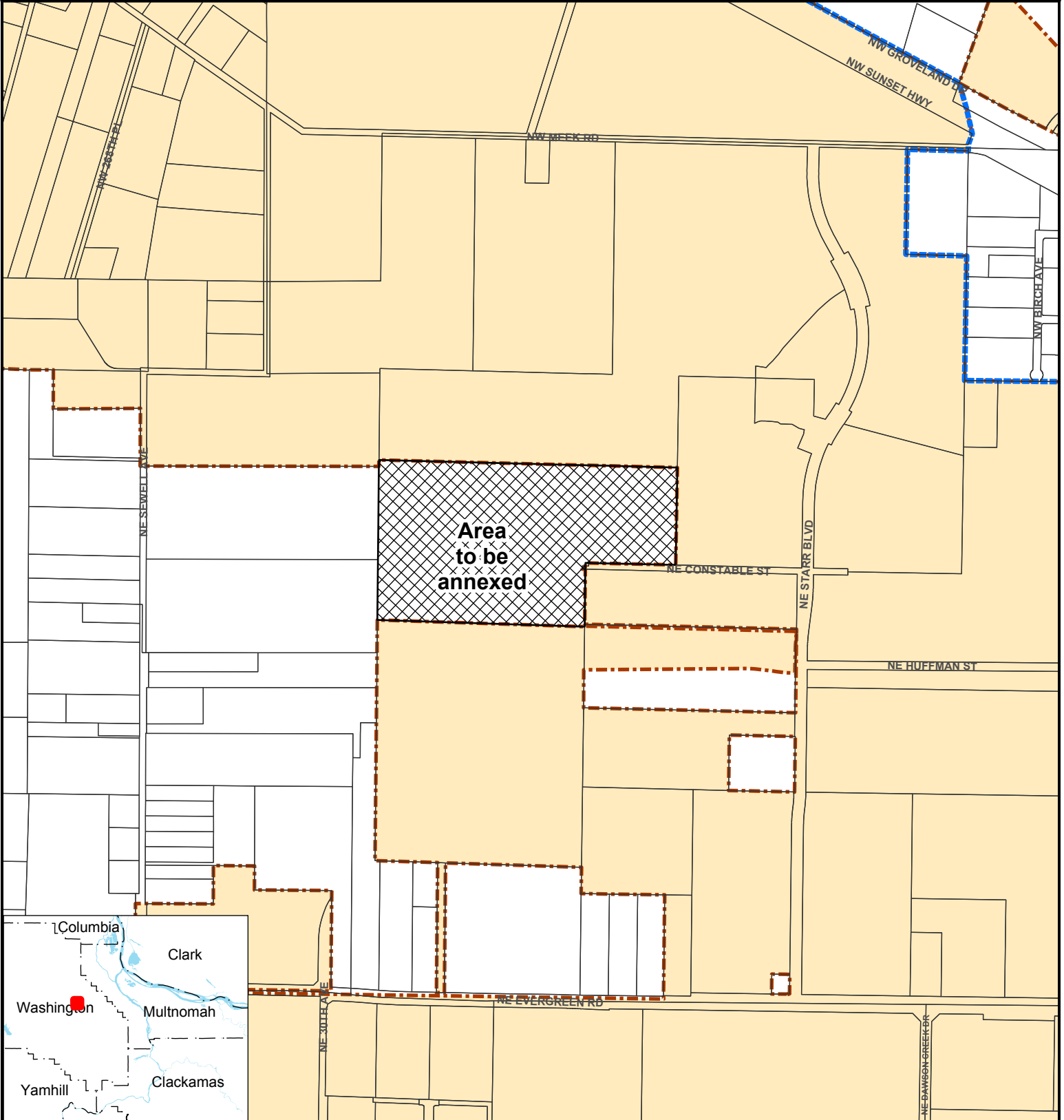
- 2. The territory is subject to measures that prevent urbanization until the territory is annexed to a city or to service districts that will provide necessary urban services; and*

# Attachment 1 Proposal No. AN 0520

1N2W21

Annexation to the Metro District Boundary

Washington County

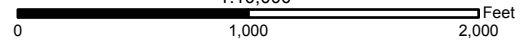


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- Taxlots
- Urban growth boundary
- Metro District Boundary



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Staff Response:

The conditions of approval for Ordinance No. 05-1070A include a requirement that Washington County apply interim protection measures for areas added to the UGB as outlined in Urban Growth Management Functional Plan Title 11: Planning for New Urban Areas. Title 11 also requires that new urban areas be annexed into the Metro District Boundary prior to urbanization of the area. Washington County applied the Future Development-20 Acres (FD-20) designation to all the land included in Ordinance No. 05-1070A to prevent premature urbanization of the expansion area prior to the completion of the comprehensive planning of the area and annexation to the City of Hillsboro. The subject property is in the process of annexing to the City of Hillsboro and Clean Water Services. Thus the affected territory is subject to measures that prevent urbanization until the territory is annexed to the City.

3. *The proposed change is consistent with any applicable cooperative or urban service agreements adopted pursuant to ORS Chapter 195 and any concept plan.*

Staff Response:

The subject parcels proposed for annexation are part of Hillsboro's Evergreen Area Industrial Plan adopted by the City of Hillsboro in 2008. The Evergreen Area Industrial Plan area was incorporated into the North Hillsboro Industrial Area Plan District. The proposed annexation is consistent with these two plans and the Urban Planning Area Agreement between Washington County and the City of Hillsboro adopted in 2017. Thus the inclusion of the affected territory within the Metro District is consistent with all applicable plans and agreements.

## ANALYSIS/INFORMATION

**Known Opposition:** There is no known opposition to this application.

**Legal Antecedents:** Metro Code 3.09.070 allows for annexation to the Metro District boundary.

**Anticipated Effects:** This amendment will add one parcel totaling approximately 38.49 acres to the Metro District. The land is currently within the UGB and approval of this request will allow for the urbanization of the land to occur consistent with the North Hillsboro Industrial Area Plan.

**Budget Impacts:** The applicant was required to file an application fee to cover all costs of processing this annexation request, thus there is no budget impact.

## RECOMMENDED ACTION

Staff recommends adoption of Ordinance No. 21-1456.