



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, February 11, 2021

2:00 PM

<https://zoom.us/j/93558032526> or

253-215-8782

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/93558032526> or by calling 253-215-8782.

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

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing and will also be heard by electronic communication (videoconference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by noon on 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. Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. Consent Agenda

- 3.1 Consideration of the Council Meeting Minutes for the
February 4, 2021 Meeting.

[20-5512](#)

Attachments: [020421c](#)

- 3.2 Resolution No. 21-5154, For the Purpose of Amending Two Existing and Adding One New Project to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Clackamas County, Metro, and Washington County (JAN21-06-JAN) [RES 21-5154](#)
- Attachments: [Resolution No. 21-5154](#)
[Exhibit A to Resolution No. 21-5154](#)
[Staff Report](#)

4. Ordinances (First Reading and Public Hearing)

- 4.1 Ordinance No. 21-1462, For the Purpose of Amending Metro Code Chapters 5.02 and 7.01 to Change the Due Dates for Solid Waste Excise Taxes and Regional System Fees and Add Finance Charges for Late Payments of Regional System Fees to Align with Solid Waste Excise Taxes [ORD 21-1462](#)
- Presenter(s): Brian Kennedy, Metro
- Attachments: [Ordinance No. 21-1462](#)
[Exhibit A to Ordinance No. 21-1462](#)
[Staff Report](#)

4.1.1 Public Hearing for Ordinance No. 21-1462

- 4.2 Ordinance No. 21-1461, For the Purpose of Annexing to the Metro District Boundary Approximately 16.2 Acres Located at 17045 and 17117 SW Brookman Road in Sherwood. [ORD 21-1461](#)

Presenter(s): Tim O'Brien, Metro

Attachments: [Ordinance No. 21-1461](#)
[Exhibit A](#)
[Staff Report](#)
[Attachment 1](#)

4.2.1 Public Hearing for Ordinance No. 21-1461

- 4.3 Ordinance No. 21-1457, For the Purpose of Adopting the Distribution of the Population and Employment Growth to Year 2045 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro’s Population Coordination Responsibility Under ORS 195.036. [ORD](#)
[21-145](#)
[7](#)

Presenter(s): Chris Johnson, Metro
Ted Reid, Metro
Roger Alfred, Metro

Attachments: [Ordinance No. 21-1457](#)
[Exhibit A](#)
[Staff Report](#)

4.3.1 Public Hearing for Ordinance No. 21-1457

- 4.4 Ordinance No. 21-1460, For the Purpose of Amending Metro Code Chapter 2.19.220 to Establish a New Natural Areas and Capital Program Performance Oversight Committee, and Declaring an Emergency [ORD](#)
[21-146](#)
[0](#)

Presenter(s): Beth Cohen, Metro

Attachments: [Ordinance No. 21-1460](#)
[Staff Report](#)

4.4.1 Public Hearing for Ordinance No. 21-1460

- 5. **Chief Operating Officer Communication**
- 6. **Councilor Communication**
- 7. **Adjourn**

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

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<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30- TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

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Agenda Item No. 3.1

Consideration of the Council Meeting Minutes for February 4, 2021

Consent Agenda

Metro Council Meeting
Thursday, February 11, 2021

Metro

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



Metro

Minutes

Thursday, February 4, 2021

2:00 PM

<https://zoom.us/j/93558032526> or (253)215-8782

Council meeting

1. Call to Order and Roll Call

Council President Lynn Peterson called the Metro Council Meeting call to order at: 2:05 p.m.

Present: 7 - Council President Lynn Peterson, Councilor Shirley Craddick, Councilor Bob Stacey, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, and Councilor Gerritt Rosenthal

2. Public Communication

Robert Liberty, City of Portland: Mr. Liberty asked Council to consider funding earthquake safety updates for 95 bridges around the Portland Metro area. The current proposal, would solely fund the I-5 bridge in the Portland area where a study shows has only a minor risk of severe damage.

Seeing no other members of the public wanting to testify, Council President Peterson closed the public communication portion of the meeting on non-agenda items and moved on to the Affordable Housing Audit presentation.

3. Presentations**3.1 Affordable Housing Audit presentation**

Presenter(s): Brian Evans, Metro

Council President Peterson introduce Brian Evan's, Simone Rede and Nicole Pexton to present the findings on the Affordable Housing Bond Audit.

Mr. Evans summarized his conclusions from the audit; he concluded that Metro staff prioritized building relationships with its implementation partners, which resulted in some underdeveloped internal procedures. Auditor Evans shared that the auditors interviewed individuals from other jurisdictions in order to inform their work on the audit report. Additionally, he shared that the next audit will occur in the next 2-5 years. He overviewed the four areas of

improvement of the bond: processes for evaluating and approving projects, project reporting templates and guidance, Metrics used to measure performance and internal workload and budget management.

Simone Rede and Nicole Pexton reviewed the four problem areas and shared their suggestions on how to move forward. President Peterson introduced Metro Chief Operating Officer Marissa Madrigal, Planning and Development Director Elissa Gertler and Housing Bond Program Manager Emily Lieb. Ms. Madrigal acknowledged the pressure on staff to have to manage two large projects. She thanked the auditors for their work on this project especially because this is a new project for Metro.

Ms. Gertler reviewed staff's responses to the auditor and shared that questions with respect to market performance and other questions will be addressed in the upcoming Affordable Housing Bond Annual Report.

Emily Lieb shared the updates they will be reviewing in the Affordable Housing Bond Annual Report: analysis on proposed locations and some of the initial financial and performance questions around efficient use of subsidy spending.

Council Discussion

Councilor Nolan asked staff about the costs projected to be spent for each project, a detailed analysis of hidden costs and costs efficiency.

Councilor Rosenthal asked staff when the next audit is and is there going to be a specific audit or report that addresses the market efficiency and accuracy concerns brought up.

Councilor Lewis asked staff what the current status of the housing team is and their proposed FTE budget. She

highlighted the importance of the regional commitment of this project and the need for greater regional policy work.

Councilor Gonzalez asked Auditor Evans if staff involved jurisdictional partners during their evaluation of the Bond.

4. Consent Agenda

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

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

4.1 Consideration for the Council Meeting Minutes for January 28, 2021

5. Resolutions

5.1 Resolution No. 20-5146, For the Purpose of Purchasing Property for Future Development of a Metro Recycling and Solid Waste Transfer Center

Presenter(s): Roy Brower, Metro
Dan Blue, Metro

Council President Peterson introduced Roy Brower, Gloria Pinzon and Marissa Madrigal to present Resolution No. 20-5146. Mr. Brower shared that residents and interested parties from the Cornelius area to testify on the project and introduced Gloria Pinzon Marin the community engagement lead supporting the waste prevention and environmental services department at Metro.

Ms. Pinzon shared that the WPES Community Engagement team worked with Centro Cultural to incorporate community participation into this early phase of the project while adapting to the pandemic with virtual engagement. She highlighted that the engagement summary report on this project is published online at Oregonmetro.gov/futurewest.

Ms. Pinzon introduced the following panelists: Mariana Valenzuela the Director of Community Partnerships & Civic

Engagement at Centro Cultural, to speak for the Cornelius Community Advisement Group, Milka Mendez a resident of Forest Grove and Rob Drake the City Manager of Cornelius. Ms. Valenzuela read written testimony from the members of the Cornelius Community Advisement Group. She shared that Metro staff and Council should consider buying and developing this property in order to continue their commitment to promoting diversity, equity and inclusion around the region.

Ms. Mendez shared the community desire for this project and urged Metro Council to purchase and develop the land proposed for development in Cornelius.

Mr. Drake the City Manager of Cornelius, presented written testimony from the Mayor of Cornelius. He shared the importance of this project towards not only generating greater access to recycling and waste removal services but also towards the City of Cornelius's land-use goals.

Ms. Madrigal reviewed the potential costs of tonnage at the proposed location, and next steps of this program.

Mr. Brower responded to Mr. Gerritt's testimony and explained that there was an appraisal for the property and that Metro intends to purchase the property at its appraised value.

Council Discussion

Councilor Nolan shared her appreciation of this program and that she hopes staff and Council will have a goal of reducing waste on a per capita basis and eventually on a gross basis in order to get rid of the need for expanding the waste removal system.

Councilor Craddick agreed with Councilor Nolan's comments and also stated the importance of this project towards bringing waste removal services to the west side of the region. Additionally, she noted all of the other community services Metro provides at their waste removal centers such

as environmental justice education.

Councilor Lewis shared her desire for a future Metro South location and highlighted the importance of purchasing this property for the future Metro West.

Councilor Gonzalez shared his appreciation of the community members and local elected officials coming to speak positively about this project. He explained that the community voices reflected an ecosystem of benefits that this project would bring, not only in terms of better services in garbage and recycling, but also economic development opportunities, like living wage jobs. Councilor Gonzalez acknowledged the critical thinking and questions around the system and pricing and ultimately how important it is to deliver a really efficient system.

Councilor Rosenthal asked staff to clarify some of the costs presented in the potential costs slide.

Council President Peterson highlighted the example costs presented today was a case study example of how prices might change. She responded to the public testimony given by explaining that the presented services are not set in stone and there is room for changes in the future based on community need and demand.

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

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

5.1.1 Public Comment for Resolution No. 20-5146

Council President Peterson opened the public comment portion of the meeting related to Resolution 20-5146.

Kelly Marquis, City of Cornelius:

Ms. Marquis highlighted the importance of this project for the community but also for the environment. She summarized why this project is so crucial to building sustainability and equity in the community. Ms. Marquis thanked Metro for introducing the idea of environmental justice as part of ethical business and government.

Terrell Gerritt, Greenway Recycling:

Mr. Gerritt expressed his concern for this project and suggested that Metro is over paying for the proposed property for the Metro West site.

Seeing no further public comment Council President Peterson closed the public comment portion of Resolution No. 20-5146.

6. Ordinances (Second Reading & Vote)

6.1 Ordinance No. 21-1458, For the Purpose of Annexing to the Metro District Boundary Approximately 5.85 Acres Located at 10680 SW Clutter Street in Wilsonville

Presenter(s): Tim O’ Brien, Metro

Council President Peterson introduced Tim O’Brien to answer any questions on Ordinance No. 21-1458. Seeing no questions, Council President Peterson asked Council if there is a motion to vote.

Council Discussion

There was none.

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

Aye: 6 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, and Councilor Nolan

Excused: 1 - Councilor Rosenthal

- 6.2 Ordinance No. 21-1459, For the Purpose of Annexing to the Metro District Boundary Approximately 0.357 Acres Which Represents the Street Right-of-Way Portion for Property Located at 15455 SW Finis Lane in Tigard.

Presenter(s): Tim O' Brien, Metro

Council President Peterson introduced Tim O'Brien to answer any questions on Ordinance No. 21-1459. Seeing no questions, Council President Peterson asked Council if there is a motion to vote.

Council Discussion

There was none.

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

Aye: 7 - Council President Peterson, Councilor Craddick, Councilor Stacey, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, and Councilor Rosenthal

7. Chief Operating Officer Communication

Ms. Madrigal shared that over the next few weeks an informational letter will be sent to regional businesses, potentially subject to the supportive housing services. It's purpose is to inform businesses of the business income tax and of the potential payroll withholding requirements starting this year. For more information, businesses can contact the City of Portland revenue division at SHS.tax@PortlandOregon.gov or [503-865-4748](mailto:SHS.tax@PortlandOregon.gov). Businesses can also sign up for the tax information e-mail list on metro supportive housing services website under the tax funding tab.

8. Councilor Communication

Councilor Stacey summarized the WPES discussion he and Councilor Nolan had with WPES this morning. He shared that the following subjects were reviewed in the meeting: first to ask council to schedule future work sessions on this issue, the growing demand throughout the region of RID patrol and innovative rate setting program rate scores of solid waste going forward.

Councilor Craddick thanked staff for setting up the Newly Elected Officials Metro 101, the first of two events, held yesterday. She shared her appreciation of the event and how important it was towards building relationships with newly elected officials.

Councilor Rosenthal shared an update from a briefing before the Council Meeting on the federal legislation sort of policy support and analysis.

Councilor Lewis shared from the Expo Dos study, the Housing Bond Oversight Committee and ODOT meetings she attended. First, she shared that the Expo Dos team will be sharing a digital production of either a traditional work sheet or application laying out development scenarios for public input through the stakeholder process and also for Council use. Councilor Lewis shared that at the first Housing Bond Oversight Committee meeting of the year, members reviewed the Bond Audit and the annual report. Finally, Councilor Lewis shared an update about the ODOT Process for the Bike Pedestrian bridge between Oregon City and West Linn.

Council President Peterson thanked the translators and staff.

9. Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council work session at 3:58 p.m.

Respectfully submitted,

Pilar Karlin

Pilar Karlin, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF FEBRUARY 4, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT NO.
2.1	Written Testimony	02/04/21	Robert Liberty, City of Portland	020421c-01
3.1	PPT	02/04/21	Affordable Housing Audit Presentation	020421c-02
4.1	Minutes	02/04/21	Council Meeting Minutes for January 28, 2021	020421c-03
5.1	PDF Slide	02/04/21	Example of Costs at Cornelius Site	020421c-04
5.1.1	Written Testimony	02/04/21	Milka Mendez, City of Forest Grove	020421c-05

Agenda Item No. 3.2

Resolution No. 21-5154, For the Purpose of Amending Two Existing and Adding One New Project to the 2021-24 Metropolitan Transportation Improvement Program (MTIP) Impacting Clackamas County, Metro, and Washington County

Consent Agenda

Metro Council Meeting
Thursday, February 11, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING TWO) RESOLUTION NO. 21-5154
EXISTING AND ADDING ONE NEW PROJECT)
TO THE 2021-24 METROPOLITAN) Introduced by: Chief Operating Officer
TRANSPORTATION IMPROVEMENT) Andrew Scott in concurrence with
PROGRAM (MTIP) IMPACTING CLACKAMAS) Council President Lynn Peterson
COUNTY, METRO, AND WASHINGTON)
COUNTY (JN21-06-JAN)

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, a project review during Preliminary Engineering (PE) revealed that Clackamas County's signal installation and roadway channelization project on SE Johnson Creek Blvd: 79th Pl - 82nd Ave was under funded and required additional support funding to the PE and Right-of-Way phases which is occurring through the addition of local funds to the project; and

WHEREAS, Washington County's new Advanced Traffic Controllers (ATC) and Signal Optimization Metro awarded 2019 Transportation Systems Management and Operations (TSMO) project will upgrade up to one-hundred sixty-three older traffic signals providing central signal system upgrades, plus intersection and signal timing optimized improvements for all users, has developed a sufficient scope and delivery budget to allow MTIP and STIP programming plus development of the Intergovernmental Agreement to now occur; and

WHEREAS, Washington County's new ATC project awarded funding will be sourced from an existing programmed Metro TSMO project grouping bucket totaling of \$1,151,936 of federal Surface Transportation Block Grant (STBG) 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 January 2021 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 January 2021 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 January 7, 2021; and

WHEREAS, JPACT approved Resolution 21-5154 consisting of the January 2021 Formal MTIP Amendment bundle on January 21, 2021 and provided their approval recommendation to Metro Council; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on February 11, 2021 to formally amend the 2021-24 MTIP to include the required changes or additions to the three identified projects as part of Resolution 21-5154.

ADOPTED by the Metro Council this ____ day of _____ 2021.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney



Proposed January 2021 Formal Transition Amendment Bundle
 Amendment Type: **Formal/Full**
 Amendment #: **JN21-06-JAN**
 Total Number of Projects: 3

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
Project #1 ODOT Key 21636 MTIP ID 71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	<u>COST INCREASE:</u> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project	The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.
Project #2 ODOT Key NEW TBD MTIP ID NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	<u>ADD NEW PROJECT:</u> The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP	The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.
Project #3 ODOT Key 20884 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	<u>SPLIT FUNDS:</u> The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington 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.



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

Formal Amendment
COST INCREASE
 Increase PE and ROW phases

Lead Agency: Clackamas County		Project Type:	Safety		ODOT Key:	21636
Project Name: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	1	ODOT Type	Safety		MTIP ID:	71190
		Performance Meas:	Yes		Status:	3
Project Status: 3 = (PE) Preliminary Engineering (NEPA) activities initiated		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	11763
Short Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.		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:	1		OTC Approval:	No
		STIP Amend #:	21-24-0362		MTIP Amnd #:	JA21-06-JAN
<p>Detailed Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.</p> <p>In Clackamas County on SE Johnson Blvd from SE 70th Place to HWY 213 North: Install a new signal at SE 79th Place, install a raised median from SE 79th Place to SE 82nd Avenue and complete channelization improvements to allow only right-in, right-out turns at SE 80th Avenue at the Fred Meyer shopping complex driveway</p>						
<p>STIP Description: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.</p>						

Last Amendment of Modification: Administrative: None. This the first amendment to the project.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
HSIP (92.22%)	ZS30	2021		\$ 110,690				\$ 110,690
HSIP (92.22%)	ZS30	2022		-	\$ 127,539			\$ -
HSIP (92.22%)	ZS30	2022			\$ 131,520			\$ 131,520
HSIP (92.22%)	ZS30	2024			-		\$ 1,222,207	\$ -
HSIP (92.22%)	ZS30	2024					\$ 1,218,226	\$ 1,218,226
								\$ -
							Federal Totals:	\$ 1,460,436
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2021		\$ 9,338				\$ 9,338
Other	OTH0	2021		\$ 434,972				\$ 434,972
Local	Match	2022			\$ 10,760			\$ -
Local	Match	2022			\$ 11,096			\$ 11,096
Other	OTH0	2022			\$ 467,004			\$ 467,004
Local	Match	2024					\$ 103,110	\$ -
Local	Match	2024					\$ 102,774	\$ 102,774
								\$ -
							Local Total	\$ 1,025,184
Phase Totals Before Amend:			\$ -	\$ 120,028	\$ 138,299	\$ -	\$ 1,325,317	\$ 1,583,644
Phase Totals After Amend:			\$ -	\$ 555,000	\$ 609,620	\$ -	\$ 1,321,000	\$ 2,485,620
							Year Of Expenditure (YOE):	\$ 2,485,620

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Cost increase: Update PE and ROW phase costs as part of the PE review.

Amendment Summary:

The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. There is a minor construction phase cost decrease to the project as well. Two reasons have been cited for the cost increase. They include: (1) Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost, and (2) identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

- > Will Performance Measurements Apply: Yes - Safety

RTP References:

- > RTP ID: 11763 - Johnson Creek Blvd/79th Ave Intersection (TSAP)
- > RTP Description: Construct new signalized intersection at the intersection of Johnson Creek Blvd and either 79th Ave or 80th Place and implement proven safety counter measures at high injury location identified in county Transportation Safety Action Plan, including bike/ped and ADA accessibility improvements as necessary.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.127, Table 3 - Intersection channelization projects + intersection signalization projects at individual locations
- > 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 states with the purpose of safety improvements
- > Local = General local funds provided by the lead agency as part of the required match.
- > Other = General local funds provided by the lead agency above the required match amount to support phase costs above the federal and match amount programmed.

Other

- > On NHS: No
- > Metro Model: Yes
- > Model category and type: Motor Vehicle - Minor Arterial
- > 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
Add new Advance Traffic Controller project

Lead Agency: Washington County		Project Type:	TSMO		ODOT Key: New
Project Name: Washington Cnty Regional ATC Controller Project	2	ODOT Type	Ops		MTIP ID: New
		Performance Meas:	Yes		Status: 1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No		Comp Date: 12/31/2023
		Conformity Exempt:	Yes		RTP ID: 12074
Short Description: Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.		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:	2021		Past Amend: 1
		Years Active:	0		OTC Approval: Yes
		STIP Amend #:	TBD		MTIP Amnd #: JN21-06-JAN
Detailed Description: This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades (2019 Metro TSMO Award).					
STIP Description: TBD					

Last Amendment of Modification: Administrative: None - New project being added to the MTIP

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS/TSMO)	Total
Federal Funds								
STBG-U	2230	2022					\$ 1,151,936	\$ 1,151,936
								\$ -
								\$ -
							Federal Totals:	\$ 1,151,936
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2022					\$ 131,844	\$ 131,844
								\$ -
								\$ -
							Local Total	\$ 131,844
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,283,780	\$ 1,283,780
							Year Of Expenditure (YOE):	\$ 1,283,780

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Add New Project: 2019 Metro TSMO awarded project being added to the MTIP with STBG-U awarded funds

Amendment Summary:

- The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP. The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades
- > Will Performance Measurements Apply: Yes - ITS

RTP References:

- > RTP ID: 12024 - Regional TSMO Corridors Priority Investments for 2018-2027
- > RTP Description: Through the regional TSMO program, provide funding for operators to work together to deploy safe, integrated corridor management with advanced technology in regional mobility corridors including decision support systems, real-time traveler information on route choice and estimated travel time that uses a variety of data sensors, software and systems (e.g., smart mobility hubs, internet of things, connected and automated vehicles). This also includes deployment of innovative technology systems, automated corridor management, and other active traffic management strategies.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: Not applicable & not required
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal 4.2 - Travel Management
- > Goal Description: Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors.

Fund Codes:

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

Other

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



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

Formal Amendment
SPLIT FUNDS
 Shift \$1,151,936 of STBG-U to new
 Washington County ATC project

Lead Agency: Metro		Project Type:	TSMO		ODOT Key:	20884
Project Name: Transportation System Mgmt Operations/ITS (2019)	3	ODOT Type	Ops		MTIP ID:	70875
		Performance Meas:	No		Status:	N/A
Project Status: N/A - This is a TSMO project grouping bucket which maintains committed funding for awarded TSMO projects until MTIP programming occurs		Capacity Enhancing:	No		Comp Date:	9/30/2023
		Conformity Exempt:	Yes		RTP ID:	11104
Short Description: 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 #:	JN21-06-JAN
Detailed Description: 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)						
STIP Description: 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
Federal Funds								
STBG-U	Z230	2022					\$ 1,157,696	\$ -
STBG-U	Z230	2022					\$ 5,760	\$ 5,760
								\$ -
							Federal Totals:	\$ 5,760
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
Local	Match	2022					\$ 132,503	\$ -
Local	Match	2022					\$ 659	\$ 659
							Local Total	\$ 659
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,290,199	\$ 1,290,199
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,419	\$ 6,419
Year Of Expenditure (YOE):								\$ 6,419

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: \$1,151,936 of STBG-U funds are transferred to the new Washington County ATC project.

Amendment Summary:

The formal amendment splits off and commits to FY 2021 \$1,51,936 of STBG-U to the new Washington 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 \$1,290,199 to \$6,419. The remaining funding will be committed to the next approved Metro awarded TSMO ATC project that is ready for MTIP programming

- > 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:

- > 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

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: January 21, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January 2021 MTIP Formal Amendment & Resolution 21-5154 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING TWO EXISTING AND ADDING ONE NEW PROJECT TO THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) IMPACTING CLACKAMAS COUNTY, METRO, AND WASHINGTON COUNTY (JN21-06-JAN)

BACKGROUND

What This Is:

The January 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment which is contained in Resolution 21-5154 and being processed under MTIP Amendment JN21-06-JAN.

What is the requested action?



JPACT approved Resolution 21-5154 on January 21, 2021 consisting of three projects in the January 2021 Formal Amendment Bundle, and requests Metro Council approve Resolution 21-5154 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

Proposed January 2021 Formal Amendment Bundle					
Amendment Type: Formal/Full					
Amendment #: JN21-06- JAN					
Total Number of Projects: 3					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 21636	71190	Clackamas County	SE Johnson Creek Blvd: 79th PI - 82nd Ave (Clackamas County)	Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations.	<u>COST INCREASE:</u> The formal amendment addresses PE and ROW phase cost increases by adding local overmatching funds to the project. The net cost increase to the project adds \$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key NEW TBD	NEW TBD	Washington County	Washington Cnty Regional ATC Controller Project	Replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades.	ADD NEW PROJECT: The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP.
Project #3 Key 20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee.	SPLIT FUNDS: The formal amendment splits off and commits \$1,151,936 of STBG-U to the new Washington County Advance Traffic Controller (ATC) upgrade project to the 2021-24 MTIP.

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

Project 1: SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County)	
Lead Agency:	Clackamas County
ODOT Key Number:	21636 MTIP ID Number: 71190
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Install a signal at 79th Ave. Allow only right-in, right-out movement at 80th Ave and the Fred Meyer driveway to increase safety at these locations. Source: Existing project. Funding: The awarded source of funding is a combination of federal Highway Safety Improvement Program (HSIP) and local funds. Project Type: Safety (Air quality exempt) Location: In Clackamas County on SE Johnson Creek Blvd at 79th Place Cross Street Limits: 79th Place to 82nd Ave Overall Mile Post Limits: N/A Current Status Code: 3 = (PE) Preliminary Engineering (NEPA) activities initiated STIP Amendment Number: 21-24-0362 MTIP Amendment Number: JN21-06-JAN OTC approval required: No Metro approval date: Scheduled for February 7, 2021
What is changing?	<p>AMENDMENT ACTION: COST INCREASE</p> <p>The formal amendment addresses a PE and ROW phase cost increase by adding local overmatching funds to the project. There is a minor construction phase cost decrease to the project as well.</p> <p>Two reasons have been cited for the cost increase. They include: (1) Increased consultant costs as indicated by recent consultant contracts with Clackamas County has increased the PE phase cost, and (2) identification of a right of way file that likely requires a full take and relocation has increased the ROW phase cost. The net cost increase to the project adds</p>

	<p>\$901,976 to the project which equals a 57% cost increase to the project. The cost increase is above 20% which requires a formal amendment.</p> <p>Key project benefits include the following:</p> <ul style="list-style-type: none"> • Improved safety by restricting some turns to reduce crashes from drivers turning in and out of driveways. • Increased safety for all modes of traffic, including pedestrians, with a new signal and crossing at SE 79th Place.
<p>Additional Details:</p>	<p style="text-align: center;">Project Location</p>  <p style="text-align: center;">SE Johnson Creek Blvd: 79th Pl - 82nd Ave (Clackamas County) Clackamas County 21636</p> 
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, projects with a total cost of \$1 million or greater and incur a cost increase greater than 20% require a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The project's total cost increases from \$1,583,644 to \$2,485,620.</p>
<p>Added Notes:</p>	<p>None</p>

Project 2: Washington Cnty Regional ATC Controller Project																																																																													
Lead Agency:	Washington County																																																																												
ODOT Key Number:	New - TBD MTIP ID Number: New - TBD																																																																												
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Washington Cnty Regional ATC Controller Project Source: New project. Funding: The project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC) and include local software, and central signal system upgrades. Project Type: TSMO/ITS Location: Throughout Washington County Cross Street Limits: N/A Overall Mile Post Limits: N/A Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). STIP Amendment Number: TBD MTIP Amendment Number: JN21-06-JAN OTC approval was not required for this amendment. 																																																																												
What is changing?	<p><u>AMENDMENT ACTION: ADD NEW PROJECT:</u></p> <p>The formal amendment adds the new 2019 Metro TSMO program awarded project to the MTIP. This project will replace one hundred and sixty-three (163) older model 170/2070 traffic signal controllers to the latest Advanced Traffic Controllers (ATC). ATC Controllers are the latest national and state standards with more functionality and built-in performance software tools and will include local software, and central signal system upgrades. \$1,151,936 of Metro awarded STBG-U from the 2019 TSMO funding call has been awarded to the project.</p>																																																																												
Additional Details:	<p style="text-align: center;">2020 TSMO Project Estimate</p> <p>Project: Washington County Regional ATC Controller Upgrade Project 12/1/2020 Prepared by: Shaun Quayle</p> <p>Project Estimate ("Other": Phase)</p> <table border="1"> <thead> <tr> <th>Agencies</th> <th>New ATC</th> <th>Timing Conversion & Testing</th> <th>Hardware / Software</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>Washington County</td> <td>109</td> <td>\$ 218,000.00</td> <td>\$ 457,800.00</td> <td>\$ 675,800.00</td> </tr> <tr> <td>Beaverton</td> <td>26</td> <td>\$ 52,000.00</td> <td>\$ 109,200.00</td> <td>\$ 161,200.00</td> </tr> <tr> <td>Tigard</td> <td>7</td> <td>\$ 14,000.00</td> <td>\$ 29,400.00</td> <td>\$ 43,400.00</td> </tr> <tr> <td>Hillsboro</td> <td>21</td> <td>\$ 42,000.00</td> <td>\$ 88,200.00</td> <td>\$ 130,200.00</td> </tr> <tr> <td></td> <td>163</td> <td>\$ 326,000.00</td> <td>\$ 684,600.00</td> <td>\$ 1,010,600.00</td> </tr> <tr> <td></td> <td></td> <td>Agency Staff Time</td> <td></td> <td>\$ 30,110.00</td> </tr> <tr> <td></td> <td></td> <td>Meetings</td> <td></td> <td>\$ 30,000.00</td> </tr> <tr> <td></td> <td></td> <td>Field Implementation</td> <td></td> <td>\$ 10,000.00</td> </tr> <tr> <td></td> <td></td> <td>Before/After Validation</td> <td></td> <td>\$ 50,000.00</td> </tr> <tr> <td>Sub-Total</td> <td></td> <td></td> <td></td> <td>\$ 1,130,710.00</td> </tr> <tr> <td></td> <td></td> <td>Contingency</td> <td>10%</td> <td>\$ 113,070.00</td> </tr> <tr> <td></td> <td></td> <td>ODOT Overhead</td> <td></td> <td>\$ 40,000.00</td> </tr> <tr> <td></td> <td></td> <td>Total Cost</td> <td></td> <td>\$ 1,283,780.00</td> </tr> </tbody> </table> <p style="text-align: right;"> Fed Funds 89.73% \$ 1,151,936 Local Match 10.27% \$ 131,844 </p> <p>ATC Controller Per Intersection</p> <table border="1"> <tbody> <tr> <td>ATC Controller Unit Cost (X3C County Std)</td> <td>\$ 3,200.00</td> </tr> <tr> <td>Central Software License Unit Cost</td> <td>\$ 1,000.00</td> </tr> <tr> <td>Total Cost per Intersection</td> <td>\$ 4,200</td> </tr> </tbody> </table>	Agencies	New ATC	Timing Conversion & Testing	Hardware / Software	Total	Washington County	109	\$ 218,000.00	\$ 457,800.00	\$ 675,800.00	Beaverton	26	\$ 52,000.00	\$ 109,200.00	\$ 161,200.00	Tigard	7	\$ 14,000.00	\$ 29,400.00	\$ 43,400.00	Hillsboro	21	\$ 42,000.00	\$ 88,200.00	\$ 130,200.00		163	\$ 326,000.00	\$ 684,600.00	\$ 1,010,600.00			Agency Staff Time		\$ 30,110.00			Meetings		\$ 30,000.00			Field Implementation		\$ 10,000.00			Before/After Validation		\$ 50,000.00	Sub-Total				\$ 1,130,710.00			Contingency	10%	\$ 113,070.00			ODOT Overhead		\$ 40,000.00			Total Cost		\$ 1,283,780.00	ATC Controller Unit Cost (X3C County Std)	\$ 3,200.00	Central Software License Unit Cost	\$ 1,000.00	Total Cost per Intersection	\$ 4,200
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<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project the MTIP requires a formal/full amendment.</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount for the project is \$1,283,780</p>
<p>Added Notes:</p>	<p>Attachment 1: TSMO Sub allocation TPAC Memo (grant award letter)</p>

<p>Project 3: Transportation System Mgmt Operations/ITS (2019)</p>	
<p>Lead Agency:</p>	<p>Metro</p>
<p>ODOT Key Number:</p>	<p>20884</p>
	<p>MTIP ID Number: 70875</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee. • Source: Existing project • Funding: The Project Grouping Bucket (PGB) contains STBG funds committed for future Metro awarded Transportation System Management and Operations (TSMO)/Intelligent Transportation System (ITS) projects • Project Type: TSMO/ITS • Location: N/A • Mile Post Limits: N/A • Current Status Code: N/A • STIP Amendment Number: TBD • MTIP Amendment Number: JN21-06-JAN • OTC approval required: No

<p>What is changing?</p>	<p><u>AMENDMENT ACTION: SPLIT FUNDS</u></p> <p>The formal amendment shifts \$1,151,936 of STBG-U funds to Washington County’s new ATC upgrade project.</p>
<p>Additional Details:</p>	<p>Key 20884 is a project grouping bucket (PGB) acts as the Metro TSMO funding reserve and is the basis for the awarded projects. The TSMO funds are programmed in annual PGBs to ensure Regional Flexible Fund Allocation Program – Step 1 allocated funds are appropriately committed to the Metro TSMO program as approved by Metro Council.</p> <p>Once the federally awarded TSMO/ITS projects have a well-developed scope and budget sufficient for development of the Intergovernmental Agreement (IGA) to be initiated, developed, and executed, the projects is split off from the PGB as a stand-alone project in the MTIP and STIP.</p> <p>The awarded projects are maintained in the PGB until the scope and budget are developed satisfactorily to help prevent and ensure major delivery issues do not occur through the federal transportation delivery process. Once federal funds are completely shifted out of the PGB to their approved TSMO/ITS project, the PGB is canceled from the MTIP.</p>
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, the fund shift represent a programming decrease to the PGB which is above the 20% threshold,</p>
<p>Total Programmed Amount:</p>	<p>The total programmed amount in Key 20884 (federal and match) decreases from \$1,290,199 to \$6,419</p>
<p>Added Notes:</p>	

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment

- Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand-alone project or in an approved project grouping bucket
- RTP project cost consistent with requested programming amount in the MTIP
- If a capacity enhancing project – is identified in the approved Metro modeling network

- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - 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

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

- 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 January 2021 Formal MTIP amendment (JN21-06-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
● Initiate the required 30-day public notification process.....	January 6, 2021
● TPAC notification and approval recommendation.....	January 8, 2021
● JPACT approval and recommendation to Council.....	January 21, 2021
● Completion of public notification process.....	February 4, 2021
● Metro Council approval.....	February 11, 2021

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.....	February 16, 2021
● Submission of the final amendment package to USDOT.....	February 17, 2021
● ODOT clarification and approval.....	Mid-March, 2021
● USDOT clarification and final amendment approval.....	Mid to Late March, 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 21-5154 on January 21, 2021 consisting of three projects in the January 2021 Formal Amendment Bundle, and requests Metro Council approve Resolution 21-5154 enabling the projects to be amended correctly into the 2021-24 MTIP with final approval to occur from USDOT.

- TPAC notification and approval date: January 8, 2021
- JPACT approval date: January 21, 2021

1 Attachment: Metro TSMO Award Memo



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

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 82nd 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.

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

Agenda Item No. 4.1

Ordinance No. 21-1462, For the Purpose of Amending Metro Code Chapters 5.02 and 7.01 to Change the Due Dates for Solid Waste Excise Taxes and Regional System Fees and Add Finance Charges for Late Payments of Regional System Fees to Align with Solid Waste Excise Taxes

Ordinance (First Reading & Hearing)

Metro Council Meeting
Thursday, February 11, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO) ORDINANCE NO. 21-1462
CODE CHAPTERS 5.02 AND 7.01 TO CHANGE)
THE DUE DATES FOR SOLID WASTE EXCISE) Introduced by Chief Operating Officer
TAXES AND REGIONAL SYSTEM FEES AND) Marissa Madrigal in concurrence with
ADD FINANCE CHARGES FOR LATE) Council President Lynn Peterson
PAYMENTS OF REGIONAL SYSTEM FEES TO)
ALIGN WITH SOLID WASTE EXCISE TAXES)

WHEREAS, the Metro Solid Waste Code is set forth in Title V of the Metro Code and Metro’s excise taxes are set forth in Title VII of the Metro Code; and

WHEREAS, Metro assesses a regional system fee (RSF) on every ton of solid waste is delivered to a Metro transfer station or otherwise disposed (Metro Code Chapter 5.02); and

WHEREAS, Metro assesses an excise tax on every ton of solid waste disposed at a solid waste system facility (Metro Code Chapter 7.01); and

WHEREAS, under current Metro Code Section 5.02.090, payment for the regional system fee is due to Metro on the 15th day of the month following the month in which the waste was disposed; and

WHEREAS, under current Metro Code Section 7.01.070, payment for the excise tax on solid waste disposed is due on the 15th day of the month following the month in which the waste was disposed; and

WHEREAS, both new and small businesses find it difficult at times to pay the regional system fee and excise tax to Metro on the 15th day of the month following the month of disposal, because often these businesses are required to pay those fees and taxes to Metro before the businesses have themselves received payment of these amounts from their customers; and

WHEREAS, requiring payment on the 15th day of the month can thus create a financial hardship on some businesses, which at times results in delinquent payment of fees and taxes to Metro and which in turn requires additional Metro staff and resources to send late notices and follow-up requests for payment; and

WHEREAS, amending the Metro Code to allow payment on the last day of the month rather than the 15th day may provide some financial relief to these businesses without having any substantial negative impact on Metro’s financial health; and

WHEREAS, although current code language authorizes finance charges for late *excise tax* payments, there is currently no finance charge assessed on delinquent *regional system fee* payments, which means there is no incentive to timely pay regional system fees as required by code; and

WHEREAS, both excise taxes and regional system fees are public monies held in trust by those responsible for payment to Metro, and those fees and taxes should therefore be paid timely or should otherwise incur finance charges when paid late; and

WHEREAS, providing businesses with more time to pay Metro's regional system fees and excise taxes on solid waste should have the effect of both reducing delinquency rates while also reducing financial hardships on small and new businesses in the solid waste system; and

WHEREAS, establishing reasonable finance charges for late payments of regional system fees will help ensure that public monies are paid timely, that Metro maintains its obligation to be a good steward of those public monies, and that Metro's costs associated with collecting late payments will be at least partly reimbursed; and

WHEREAS, establishing late payment finance charges on regional system fees will also align the practices for late payment of excise taxes with those of regional system fees; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. Metro Code Sections 5.02.090, 7.01.070 and 7.01.080 are amended as set forth in the attached Exhibit A, with underlined words representing new language and strikethrough text representing deleted language.

ADOPTED by the Metro Council this ____ day of February 2021.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

5.02.090 Due Date of Regional System Fees

- (a) Regional system fees accumulate on a monthly basis. A person liable for regional system fees must pay the accumulated fees to Metro by the last day ~~15th day~~ of the month for waste disposed of in the preceding month. For example, regional system fees for the month of April would be due on May 31. If the last day ~~15th day~~ of the month occurs on a holiday or weekend, amounts are due by the end of the first business day that follows.
- (b) Finance Charges. In addition to any penalties imposed for late payment, Metro will assess a finance charge of 1.5 percent on all delinquent regional system fees required to be remitted under this chapter. Metro will assess finance charges on the first day of the month following the month in which regional system fees are due, and on the first day of each month thereafter until paid. For example, if regional system fees are due on the last day of April, then Metro will assess finance charges on the first day of May. Metro will assess finance charges only on unpaid delinquent balances and penalties, and not on previously assessed finance charges.

7.01.070 Due Date; Returns and Payments

- (a) The tax shall be collected from the operator by Metro as provided for in Section 7.01.030. All amounts of such taxes reported by any operator are due and payable to Metro by the ~~last on the~~ 15th day of each month for the preceding month. For example, excise taxes for the month of April would be due on May 31. ~~and Taxes~~ are delinquent if not received by Metro as specified in subsection (d) of this section by the due date. If the due date falls on a holiday or weekend, amounts are delinquent at the end of the first business day that follows. The initial return under this chapter may be for less than a full month preceding the due date. Thereafter, returns shall be made for the applicable monthly period.
- (b) On or before the 15th ~~last~~ day of the month following each month of operation of a Metro facility, a return for the preceding month's tax shall be filed with the Chief Operating Officer. The return shall be filed in such form as the Chief Operating Officer may prescribe by every operator liable for payment of tax.
- (c) Returns shall show the amount of tax due for the related period. The Chief Operating Officer may require returns to show the total receipts upon which tax was collected or otherwise due, gross receipts of the operator for such period and an explanation in detail of any discrepancy between such amounts, and the amount of receipts exempt, if any.
- (d) The person required to file the return shall deliver the return, together with the tax due, to the Metro Administration Services Department of Finance and Management Information. Payment is considered to be delinquent if not received by Metro on or before the due date, by personal

delivery to the Metro Administration Services Department of Finance and Management Information during business hours or, if delivered by mail, by receipt in Metro's mail room.

(e) The Chief Operating Officer, if deemed necessary in order to ensure payment or facilitate collection by Metro of the amount of taxes in any individual case, may require returns and payment of the amount of taxes more frequently than monthly periods.

7.01.080 Penalties and Finance Charges

(a) Fraud. If the Chief Operating Officer determines that the nonpayment of any remittance due under this chapter is due to fraud or intent to evade the provisions thereof, a penalty of 25 percent of the amount of the tax shall be added thereto in addition to the penalties stated in paragraphs (a) and (b) of this section.

(b) Finance Charges. In addition to any penalties imposed, a finance charge of 1.5 percent shall be assessed on all delinquent taxes required to be remitted by an operator under this chapter. Finance charges shall be assessed on the ~~15th~~first day of the month following the month in which taxes are due, and on the ~~15th~~first day of each month thereafter, until paid. For example, if taxes are due on the last day of April, then Metro will assess finance charges on the first day of May. Finance charges will be assessed only on unpaid delinquent balances and penalties, and not on previously assessed finance charges, and will continue to be assessed on negotiated repayment schedules.

(c) Petition for Waiver. Any operator who fails to remit the tax herein levied within the time herein stated shall pay the penalties and finance charges herein stated, provided, however, the operator may petition the Chief Operating Officer for waiver and refund of the penalties and finance charges or any portion thereof and the Chief Operating Officer may, if a good and sufficient reason is shown, waive and direct a refund of the penalties or finance charges or any portion thereof.

IN CONSIDERATION OF ORDINANCE NO. 21-1462 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTERS 5.02 AND 7.01 TO CHANGE THE DUE DATES FOR SOLID WASTE EXCISE TAXES AND REGIONAL SYSTEM FEES AND ADD FINANCE CHARGES FOR LATE PAYMENTS OF REGIONAL SYSTEM FEES TO ALIGN WITH SOLID WASTE EXCISE TAXES

Date: January 15, 2021

Prepared by: Shane Abma and Brian Kennedy

Department: Finance and Regulatory Services

Presenter: Brian Kennedy

Meeting date: February 11, 2021

Length: 10 minutes

ISSUE STATEMENT

Metro staff seek to amend Metro Code Chapter 5.02 (Regional System Fee) and Chapter 7.01 (Excise Tax) to provide extra time for payment of Metro's solid waste fees and taxes before incurring any penalties or finance charges.

The amendment makes payment of Metro's regional system fee and excise tax due at the end of the month rather than on the 15th of the month. This should benefit small businesses and new entrants into the solid waste system that may have difficulty paying taxes and fees within 15 days because of limited capital flow.

In addition, staff seek to add a finance charge for late payment of regional system fees to align with the excise tax finance charge and to encourage higher paid-on-time rates.

ACTION REQUESTED

Adopt Ordinance No. 21-1462 to amend Metro Code Chapter 5.02 (Regional System Fee) and Chapter 7.01 (Excise Taxes) to change the due dates for solid waste excise taxes and regional system fees and add finance charges for late payments of regional system fees to align with solid waste excise taxes.

IDENTIFIED POLICY OUTCOMES

Staff has identified the following policy outcomes:

- Help provide financial relief for small businesses and new entrants into the solid waste system by allowing them to pay Metro's fees and taxes on the last day of the month rather than the 15th of the month

- Decrease delinquency payments and increase on-time payment compliance by adding a finance charge to late payment of regional system fees (there is already a finance charge authorized for late payment of excise taxes)
- Protect Metro's financial health by authorizing finance charges on late payments, which should discourage late payments and compensate Metro for lost interest when it does not receive timely payments
- Treat late payment of fees and taxes consistently with respect to imposing finance charges
- Better enforcement of the Metro Code by consistently and equally applying code provisions related to late payments

POLICY QUESTION(S)

1. Should the Metro Council provide financial relief to small businesses and new entrants in the solid waste system by extending the due day of fees and taxes from the 15th of the month to the end of the month?
2. Should the Metro Council add a finance charge for late payment of regional system fees to align that with the finance charge on excise taxes, thus creating an incentive to pay timely?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

1. Approve the ordinance as proposed to amend Metro Code Chapters 5.02 (Regional System Fee) and 7.01 (Excise Tax) to extend the payment due date of Metro's solid waste regional system fees and excise taxes. There are minimal financial implications associated with the option.
2. Approve the ordinance as proposed to amend Metro Code Chapter 5.02 (Regional System Fee) to add a finance charge for late payment of fees, thus aligning it with the finance charge for late payment of excise taxes. There are possible negative financial implications associated with not approving the proposed ordinance in that Metro may continue to receive late payments of fees and taxes, which does not allow Metro to invest that money or receive interest on that money.
3. Amend the ordinance to either only adopt the extended due date or the late payment finance charge.
4. Do not approve the ordinance. This option will result in maintaining status quo. There may be negative financial implications associated with the option if Metro continues to receive late payments of fees and taxes.

STAFF RECOMMENDATIONS

Staff recommends approval of Ordinance No. 21-1462 to amend Metro Code Chapters 5.02 (Regional System Fee) and 7.01 (Excise Tax).

KNOWN OPPOSITION

There is no known opposition to the proposed revisions to Metro Code Chapter 5.02 and 7.01. Staff believe that those subject to the fees and taxes will approve of extending the due date for payment of these monies, and this is especially so for small businesses and new entrants to the solid waste system that may have cash flow concerns during their initial years in business.

It is possible that regulated entities would object to the addition of a finance charge on late payments of solid waste fees, but staff notes that a finance charge is already authorized for late payment of excise taxes. Further, the vast majority of those subject to Metro's fees and taxes pay timely and these changes will not negatively affect them.

PUBLIC OUTREACH

Although staff have not conducted any formal public outreach, staff has informally heard from several solid waste facility entities that it is difficult at times for smaller business and newer entrants to pay Metro's fees and taxes on the 15th of the month when the entity may not be receiving those fees and taxes from its customers until later in the month.

LEGAL ANTECEDENTS

Metro Charter, Title V and VII of the Metro Code and ORS Chapters 268 and 459.

ANTICIPATED EFFECTS

Approval of this ordinance would likely encourage regulated entities that are consistently delinquent in paying the required fees and taxes to be timelier in their payments to avoid interest charges. By allowing regulated entities roughly an additional 15 days to pay, staff expects a reduced delinquency rate.

BUDGET IMPACTS

Adoption of this ordinance should have positive budget impacts for Metro. Currently, some entities subject to Metro's solid waste fees and taxes are not paying them timely. In some cases, the delinquent payments are ongoing and amount to hundreds of thousands of dollars in late payments. This ordinance should encourage timely payment, thus allowing Metro to invest those monies and obtain interest. And when payments are late, Metro can assess a finance charge to help offset the cost of lost interest by not having the money on time.

BACKGROUND

Staff has noticed an increase in late payment of Metro's fees and taxes over time. At times this has amounted to several hundred thousand dollars in late fees and taxes. With respect

to transfer stations, many of them have payment terms for their customers that are net 30 or, even, net 60. This means that those transfer stations are required to pay the fees and taxes to Metro before they have received payment from their customers. They are, in effect, “floating” the fees and taxes.

This can be financially difficult for small businesses and new entrants to the system, both of which often lack the capital reserves necessary to pay these fees and taxes before receiving payment from their customers. By extending the payment due date from the 15th to the last day of the month, staff hopes to provide some financial relief to these businesses and create a more realistic payment schedule given industry practices.

At the same time, it is important to encourage timely payments by including a finance charge on late payments and, just as importantly, enforcing that finance charge. Although a finance charge is required on late payment of excise taxes (but not regional system fees), Metro has not historically imposed this finance charge on late payments. Staff believes this has resulted in a growing number of delinquent payments. It is important to remember that those subject to remitting these fees and taxes to Metro are holding these monies in trust on behalf of Metro. They should be paid timely and not used as a loan or capital infusion for those subject to remitting them to Metro.

ATTACHMENTS

None

Agenda Item No. 4.2

Ordinance No. 21-1461, For the Purpose of Annexing to the Metro District Boundary
Approximately 16.2 Acres Located at 17045 and 17117 SW Brookman Road in Sherwood

Ordinance (First Reading & Hearing)

Metro Council Meeting
Thursday, February 11, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE) ORDINANCE NO. 21-1461
METRO DISTRICT BOUNDARY)
APPROXIMATELY 16.2 ACRES LOCATED) Introduced by Chief Operating Officer
AT 17045 AND 17117 SW BROOKMAN ROAD) Marissa Madrigal with the Concurrence of
IN SHERWOOD) Council President Lynn Peterson

WHEREAS, David Weekly Homes has submitted a complete application for annexation of 16.2 acres located at 17045 and 17117 SW Brookman Road in Sherwood (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Sherwood 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 February 11, 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 January 27, 2021, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this ___ day of February 2021.

Lynn Peterson, Council President

Attest:

Approved as to form:

Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

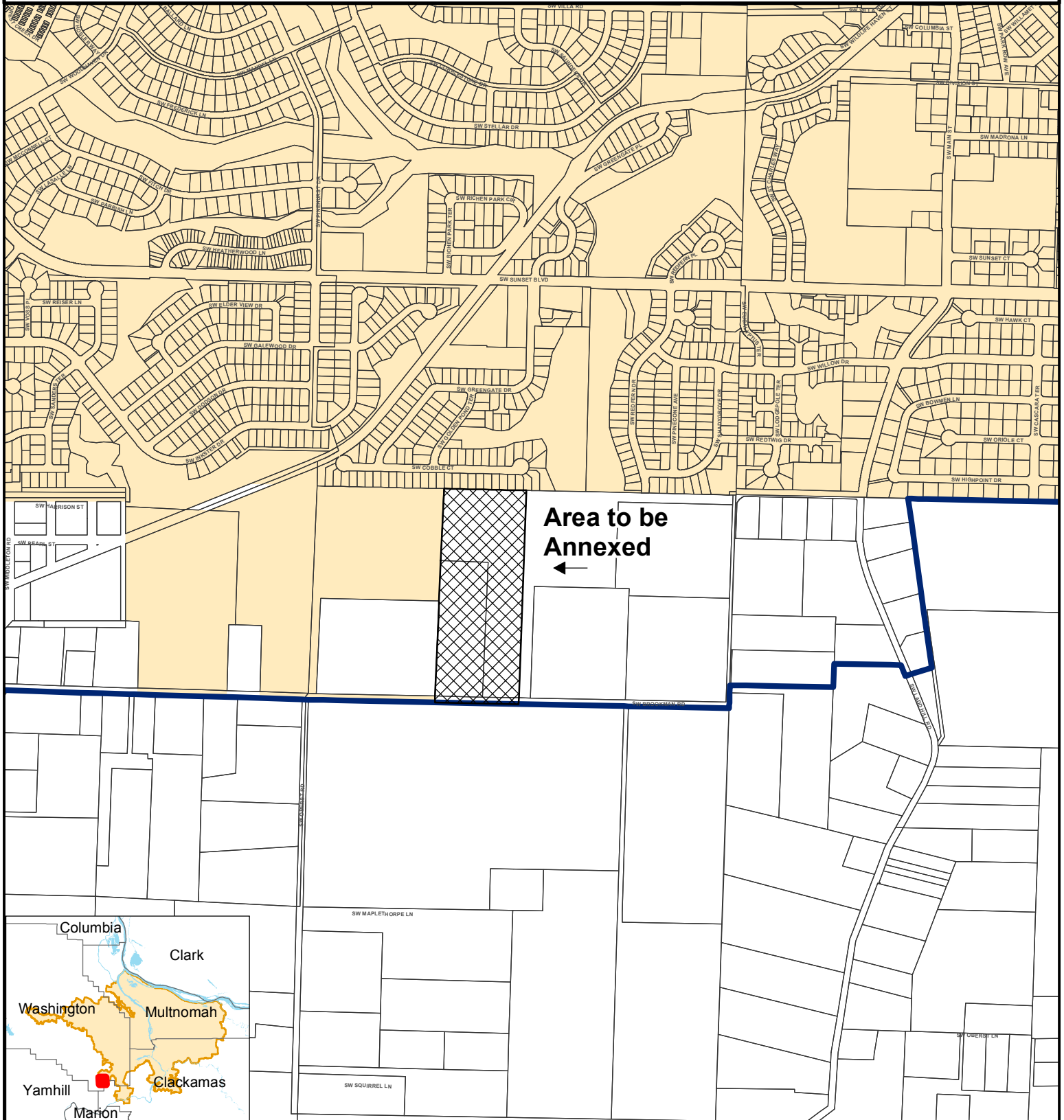
Exhibit A

Proposal No. AN0121




3S1W06

Annexation to the Metro Service District

Washington County



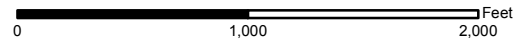
Research Center
 600 NE Grand Ave
 Portland, OR 97232-2736
 (503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0121



1:10,000



The information on this map was derived from digital databases on Metro's GIS. Care was taken in the creation of this map. Metro cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties, expressed or implied, including the warranty of merchantability or fitness for a particular purpose, accompanying this product. However, notification of any errors will be appreciated.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1461, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 16.2 ACRES LOCATED AT 17045 and 17117 SW BROOKMAN ROAD IN SHERWOOD

Date: January 27, 2021
Department: Planning & Development

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0121, Annexation to Metro District Boundary

PETITIONER: David Weekly Homes
1905 NW 169th Place, Suite 102
Beaverton, OR 97006

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

LOCATION: The land in Sherwood is approximately 16.2 acres in size, is located at 17045 and 17117 SW Brookman Road and can be seen in Attachment 1.

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

The land was added to the urban growth boundary (UGB) in 2002 and is part of the Brookman Addition Concept Plan area that was adopted by Sherwood. 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 Sherwood was brought into the UGB in 2002 through the Metro Council's adoption of Ordinance No. 02-969B, thus the affected territory lies 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*

Staff Response:

The conditions of approval for Metro Ordinance No. 02-969B 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 county land in Ordinance 02-969B to prevent premature urbanization of the expansion areas. The City of Sherwood adopted the Brookman Addition Concept Plan in 2009. The property was annexed to the City of Sherwood in May 2017. Thus the affected territory was subject to measures that prevented urbanization until the territory is annexed to the city and any necessary service districts.

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 Brookman Addition Concept Plan area adopted by the City of Sherwood in 2009. The proposed annexation is required by Sherwood as part of a land use application. The annexation is consistent with the Washington County-Sherwood Urban Planning Area Agreement adopted in 2017. Thus 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 16.2 acres in Sherwood 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 Brookman Addition Concept 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. 21-1461.

Agenda Item No. 4.3

Ordinance No. 21-1457, For the Purpose of Adopting the Distribution of the Population and Employment Growth to Years 2045 and 2050 to Local Governments in the Region Consistent with the Forecast Adopted by Ordinance No. 18-1427 in Fulfillment of Metro's Population Coordination Responsibility Under ORS 195.036

Ordinance (First Reading & Hearing)

Metro Council Meeting
Thursday, February 11, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING THE)	ORDINANCE NO. 21-1457
DISTRIBUTION OF THE POPULATION AND)	
EMPLOYMENT GROWTH TO YEAR 2045 TO)	Introduced by Chief Operating Officer
LOCAL GOVERNMENTS IN THE REGION)	Marissa Madrigal in concurrence with
CONSISTENT WITH THE FORECAST)	Council President Lynn Peterson
ADOPTED BY ORDINANCE NO. 18-1427 IN)	
FULFILLMENT OF METRO'S POPULATION)	
COORDINATION RESPONSIBILITY UNDER)	
ORS 195.036)	

WHEREAS, ORS 195.025 designates Metro as the local government responsible for coordination of planning activities within the Metro district; and

WHEREAS, ORS 195.036 requires Metro, in coordination with other local governments within its boundary, to issue a population forecast for the entire area within its boundary to be applied by Metro and local governments within the boundary of Metro as a basis for changes to comprehensive plans and land use regulations; and

WHEREAS, on December 13, 2018 the Metro Council adopted a population and employment forecast for the region by Ordinance No. 18-1427 ("For the Purpose of Expanding the Urban Growth Boundary to Provide Capacity for Housing to the Year 2038 and Amending the Metro Code to Conform"); and

WHEREAS, Metro planning staff have begun work on a required update to the Regional Transportation Plan, which is scheduled for adoption in 2023 and will need to rely on the most current data regarding the distribution of the forecasted population and employment growth for the region; and

WHEREAS, Metro began the process of distribution of the forecasted population and employment in November 2019 by coordinating with the 24 cities and three counties within the Metro district regarding the proposed distribution, including a series of meetings and a review and comment period designed to improve the accuracy of the distributions; and

WHEREAS, Metro staff made presentations to its advisory committees (MTAC and TPAC) regarding the distribution and coordination with local governments; and

WHEREAS, Metro incorporated comments and suggestions from the cities and counties to refine the distribution; and

WHEREAS, the forecast distributions shown on the attached Exhibit A are expressed in terms of population, households, and employment; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The distribution made to local governments, described in Exhibit A to this Ordinance and in the Staff Report dated January 29, 2021, of the regional population and employment forecast adopted by the Council in Ordinance No. 18-1427, is accepted and adopted as fulfillment of Metro's responsibilities regarding coordination of population forecasts under ORS 195.025 and 195.036 and is endorsed for use by the 24 cities and three counties as their own population and employment forecasts for their planning activities.
2. The Metro Chief Operating Officer shall make the distribution of population and employment available to each city and county in the district.

ADOPTED by the Metro Council this ____ day of February 2021.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

**Exhibit A to Ordinance No. 21-1457
2045 Distributed Forecast of Population, Households, and Employment**

	Population Forecast		
	(adjusted to city limits)*		
	2020	2030	2045
<u>Jurisdiction*</u>			
Banks	1,959	2,022	2,021
Barlow	137	130	119
Beaverton	99,490	114,525	119,156
Canby	17,161	19,582	19,681
Cornelius	12,534	14,606	17,322
Durham	1,878	1,859	1,793
Estacada	4,091	5,227	5,267
Fairview	9,024	9,538	9,797
Forest Grove	26,370	30,702	33,592
Gladstone	11,960	12,071	12,021
Gresham	113,409	119,476	122,154
Happy Valley	22,556	41,314	57,362
Hillsboro	105,153	122,598	128,270
Johnson City	572	589	848
King City	4,718	6,961	8,985
Lake Oswego	40,035	41,947	42,133
Maywood Park	764	730	724
Milwaukie	20,594	22,859	23,268
Molalla	10,088	14,035	14,160
North Plains	3,480	5,194	5,860
Oregon City	36,457	42,665	49,009
Portland	668,429	708,370	774,219
RiverGrove	509	483	449
Sandy	11,127	17,621	18,451
Sherwood	19,747	20,118	20,662
Tigard	54,591	63,813	71,611
Troutdale	16,292	17,385	17,795
Tualatin	27,278	27,598	27,565
West Linn	26,060	26,579	26,990
Wilsonville	25,945	29,756	30,566
Wood Village	4,213	4,814	5,306
Unincorporated Clackamas County	201,322	219,034	293,341
Unincorporated Multnomah County	19,328	22,264	40,490
Unincorporated Washington County	264,884	308,416	372,475
	2020	2030	2045
Clackamas County, total	428,614	493,892	593,665
Multnomah County, total	831,459	882,577	970,485
Washington County, total	622,082	718,412	809,312
	1,882,155	2,094,881	2,373,462
* 2020 city limits			
Note: All forecast figures prepared pre-COVID.			
Note: All forecast figures prepared pre-Census 2020 vintage population program release>			
Note: 2020 is a forecast year estimate.			

	Household Forecast		
	(adjusted to city limits)*		
	2020	2030	2045
<u>Jurisdiction*</u>			
Banks	580	619	622
Barlow	40	40	40
Beaverton	39,895	47,544	51,262
Canby	6,564	7,833	8,312
Cornelius	3,773	4,552	5,594
Durham	686	703	703
Estacada	1,513	2,022	2,246
Fairview	3,654	4,039	4,388
Forest Grove	9,058	10,918	12,380
Gladstone	4,568	4,727	4,777
Gresham	41,195	45,384	49,067
Happy Valley	6,893	13,203	20,210
Hillsboro	42,338	51,103	55,409
Johnson City	285	307	486
King City	2,442	3,730	4,990
Lake Oswego	17,257	18,909	19,486
Maywood Park	356	356	355
Milwaukie	9,141	10,611	11,328
Molalla	3,363	4,893	5,443
North Plains	1,031	1,593	1,862
Oregon City	13,557	16,591	21,010
Portland	280,708	311,084	359,541
RiverGrove	185	184	188
Sandy	4,026	6,667	7,696
Sherwood	6,567	6,926	7,372
Tigard	21,617	26,160	30,423
Troutdale	5,880	6,561	6,829
Tualatin	10,955	11,474	11,626
West Linn	9,955	10,617	11,886
Wilsonville	9,778	11,727	13,281
Wood Village	1,223	1,461	1,703
Unincorporated Clackamas County	75,024	85,357	126,027
Unincorporated Multnomah County	5,588	6,731	12,944
Unincorporated Washington County	93,243	112,396	140,670
	2020	2030	2045
Clackamas County, total	162,149	193,685	252,417
Multnomah County, total	338,604	375,616	434,827
Washington County, total	232,184	277,718	322,914
	732,937	847,019	1,010,158
* 2020 city limits			
Note: All forecast figures prepared pre-COVID.			
Note: All forecast figures prepared pre-Census 2020 vintage population program release>			
Note: 2020 is a forecast year estimate.			

	Employment Forecast		
	(adjusted to city limits)*		
	2020	2030	2045
<u>Jurisdiction*</u>			
Banks	579	636	670
Barlow	628	580	602
Beaverton	63,500	65,005	72,693
Canby	3,863	3,913	4,312
Cornelius	2,873	3,086	3,895
Durham	1,683	1,718	1,842
Estacada	1,250	1,354	1,454
Fairview	3,048	3,633	5,355
Forest Grove	7,120	6,964	7,299
Gladstone	2,911	3,159	3,926
Gresham	40,562	47,161	55,902
Happy Valley	7,823	9,105	12,367
Hillsboro	84,623	92,918	102,430
Johnson City	317	314	340
King City	708	879	1,108
Lake Oswego	21,525	21,441	23,825
Maywood Park	222	235	251
Milwaukie	13,273	13,742	15,221
Molalla	3,883	3,944	4,020
North Plains	794	860	897
Oregon City	17,122	18,675	21,749
Portland	480,904	502,913	565,382
RiverGrove	135	133	141
Sandy	3,193	3,297	3,675
Sherwood	6,646	7,051	8,013
Tigard	45,109	46,005	52,368
Troutdale	7,448	8,291	10,321
Tualatin	34,115	34,615	36,792
West Linn	4,982	5,365	6,135
Wilsonville	20,539	21,323	24,010
Wood Village	2,594	3,197	3,798
Unincorporated Clackamas County	72,446	75,446	90,565
Unincorporated Multnomah County	3,849	5,416	10,081
Unincorporated Washington County	65,763	79,192	103,707
	2020	2030	2045
Clackamas County, total	173,891	181,792	212,341
Multnomah County, total	538,628	570,846	651,090
Washington County, total	313,513	338,930	391,712
	1,026,032	1,091,568	1,255,143
* 2020 city limits			
Note: All forecast figures prepared pre-COVID.			
Note: All forecast figures prepared pre-Census 2020 vintage population program release>			
Note: 2020 is a forecast year estimate.			

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1457, FOR THE PURPOSE OF ADOPTING THE DISTRIBUTION OF THE POPULATION AND EMPLOYMENT GROWTH TO YEAR 2045 TO LOCAL GOVERNMENTS IN THE REGION CONSISTENT WITH THE FORECAST ADOPTED BY ORDINANCE NO. 18-1427 IN FULFILLMENT OF METRO'S POPULATION COORDINATION RESPONSIBILITY UNDER ORS 195.036.

Date: February 1, 2021
Department: Planning & Development

Prepared by: Chris Johnson, Ted Reid
Presenters: Chris Johnson, Roger Alfred
Ted Reid

BACKGROUND

Federal and state laws (23 U.S. Code 134 and ORS 197.040, respectively) require Metro to prepare and update a transportation plan for its metropolitan planning area every 5 years. In accordance with these laws, an update of the Regional Transportation Plan (RTP) is scheduled to begin in late 2021 with an intended adoption date of December 2023. This 2023 RTP will need to rely on a Transportation Analysis Zone¹ (TAZ) Distributed Forecast of future population and employment.

The 2045 Distributed Forecast under consideration is intended to replace and extend the 2040 Distributed Forecast, which was adopted by Metro in fall 2016. The 2045 Distributed Forecast is aligned with the Regional Forecast (seven-county area) developed to inform Metro's most recent urban growth management decision, which the Metro Council adopted in December 2018. This ensures that the 2023 RTP will be based on the best available information and that the region's land use and transportation plans are consistent.

Oregon land use laws (195.025; ORS 195.036) require Metro to coordinate its regional population and employment forecasts with local governments inside the urban growth boundary for use in updating their comprehensive plans, land use regulations and other related policies. In accordance with this law, Metro coordinated with the local jurisdictions to conduct this Distributed Forecast update for use in the 2023 RTP.

The Growth Forecast Distribution Update Process

This update was able to build on the lengthy review process conducted in support of preparing the 2018 Urban Growth Report. During that process, Metro conducted extensive technical engagement with its regional partners to establish the methodology used to identify the region's buildable land inventory (BLI). With the 2018 Urban Growth Report already in place, Metro was able to focus regional

¹ The TAZ is the geographic unit that serves as the building block of Metro's primary forecasting tools (the travel demand model and MetroScope). The region is divided into 2,162 TAZs. These small subdivisions improve the accuracy of the travel demand model as well as all other aspects of transportation planning. The TAZ-level data also assists land use planners in updating comprehensive plans and zoning, and conducting other types of land use analysis, including neighborhood level analysis.

coordination efforts on revisions to smaller-geography population and employment forecasts based on local knowledge.

Regional coordination of the updated forecast distribution included two main stages of local review.

The first stage involved Metro and local government staff working together to confirm the core inputs to the MetroScope land use allocation model. These inputs include the base year numbers for population and employment as well as the BLI that was completed as part of the 2018 urban growth boundary decision. Local government staff reviewed these inputs and made revisions based on recent zoning changes, new developments or investments within their respective jurisdictions. This review period extended from May 2017 to May 2018.

Metro staff completed modeling using the results from the first stage of local review and prepared a draft distribution of households and jobs into the region's 2,162 TAZs. To view a TAZ map, refer to Exhibit A. The local jurisdictions were then given approximately five months (February 2020 thru June 2020) to examine the TAZ-level results. Jurisdictions wishing to adjust the growth by TAZ (increase or decrease) assigned by the model worked with Metro to re-allocate that growth in a manner consistent with accepted regional figures previously adopted by the Metro Council.

Metro worked closely with a designated county lead from each county throughout a second stage of review to ensure that all participating cities understood their roles and were able to complete their reviews by the deadline. Additional meetings were held with individual county leads to review results. With assistance from the county leads, Metro was able to either accommodate each jurisdiction's proposed changes or negotiate a satisfactory revision where the full change could not be implemented. The timeline for local reviewer engagement and ground rules are described in Attachment 1.

In accordance with state law (ORD 195.036), Metro summarized the TAZ distribution (which is used in transportation modeling) into a jurisdiction-level distribution that is more understandable for local planning activities. The resulting product is the 2045 Distributed Forecast of population, households and employment to cities and counties in the Portland region and is included as Exhibit B.

Regional Planning Directors Involvement

Metro coordinated with regional planning directors throughout the Distributed Forecast update through the local review process. The names of the regional planning directors, designated county leads, and other local reviewer who participated in this process are listed in Attachment 2.

The process began with a series of kickoff meetings held in January 2020, convening the planning directors (or designated planning leads) from Clackamas, Multnomah, and Washington Counties. Each kickoff meeting reviewed the purpose, timeline, and instructions for the local review process. The county leads served as liaisons between Metro and the cities within their respective jurisdictions, providing technical guidance to local staff throughout the process and helped to coordinate the timely return of feedback. County leads also conducted reviews on behalf of several smaller cities with limited planning staff capacity.

Metro staff communicated with county leads and jurisdiction staff primarily via e-mail throughout the local review process. Metro also met with county leads and cities as needed to coordinate reviews and provide guidance during the review period.

Metro Advisory Committee Involvement

The Metro Technical Advisory Committee (MTAC) served as the primary advisory committee for the 2045 Distributed Forecast. A project kickoff presentation was given before MTAC in November 2019 to review the purpose, timeline, and ground rules for the local review process. Subsequent project status reports were provided to both MTAC and the Transportation Policy Alternatives Committee (TPAC) to keep both committee informed as to project progress. The final project status presentation was given to MTAC in November 2020.

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition to the 2045 Distributed Forecast. Metro staff was able to either incorporate local jurisdictions' suggested revisions in the baseline assumptions and distributions or come to agreement on modifications to those assumptions and distributions.

2. Legal Antecedents

Consultation conducted to prepare the 2045 Distributed Forecast satisfies Metro's coordination obligations under ORS 195.025 and 195.036. As requested by DLCDC, staff proposes that the Metro Council adopt the 2045 Distributed Forecast by an ordinance that will be acknowledged by DLCDC as part of Metro's planning documents in order to support future planning decisions by local governments that rely upon the population forecasts. State law requires cities and counties to adopt coordinated forecasts as part of their comprehensive plans.

3. Anticipated Effects

Adoption of the updated distribution of population and employment forecast will inform the 2023 RTP and ensure that the plan is based on the most recent data available. This localized data will also encourage local governments to use the distribution information to conform their land use and transportation plans to regional policies adopted by the Metro Council. Delay of the adoption could also delay the development of the 2023 RTP and may delay some local government activities that would be accomplished with the updated 2045 Distributed Forecast information. Also note that a new Regional Forecast and subsequent Distributed Forecast will be prepared for the Metro Council's consideration as part of its anticipated urban growth management decision in 2024.

4. Budget Impacts

The FY 2019-2020 and FY 2020-2021 budgets included resources for staff in the Research Center and the Planning and Development Department to work on this project.

RECOMMENDED ACTION

Staff recommends that the Metro Council accept and adopt the updated 2045 Distributed Forecast of population, households and employment which was completed in accordance with Metro's responsibilities on population coordination with local governments in the region to inform the 2023 RTP.

ATTACHMENTS

1. Distributed Forecast Engagement Plan and Ground Rules
2. Local Reviewer Contact List

EXHIBITS

- A. Transportation Analysis Zone (TAZ) Map
- B. 2045 Distributed Forecast of Population, Households, and Employment

Attachment 1
Distributed Forecast Engagement Plan and Ground Rules

Action	Timeframe
Notify MTAC, TPAC of 2019 distr. forecast schedule & stakeholder engagement plan	November 2019
Complete TAZ allocations – Metro staff	September – December 2019
Contact county leads – coordinate TAZ review with each	December 2019
Obtain stakeholder signatures for es-202 employment data	December 2019
Send out TAZ forecast and es-202 task reminders – finalize by end of month	January 2020
Kick-off meetings (by county) – provide forecast materials for review <ol style="list-style-type: none"> 1. Review UGM regional forecast drivers 2. Review 2019 distr. forecast specifications and assumptions 3. Execute es202 releases for all stakeholders with the State 4. Send out data to qualified stakeholders (excel) 	January 2020
Provide any material assistance as requested by local stakeholders – stakeholders review TAZ forecast figures (jobs and households) <ol style="list-style-type: none"> 1. Review 2020 base year figures by jurisdiction 2. Review 2030 “mid-year” figures 3. Review 2045/50 forecast figures 4. Go over TAZ adjustment ground rules 5. Send in TAZ reviews to county leads 	February – June 2020
Adjust TAZ’s as needed	July – August 2020
Lock-down final TAZ forecast figures	September 2020
Forecast documentation, citation, and archive	September 2020

Although careful attention to inputs and forecasts (and MetroScope model statistics) have been exercised in preparing the distributed forecast, current conditions and future expectations may change in which we might not have been aware of during the development of the TAZ forecast. Thus we are asking stakeholders to help us refine the initial TAZ-level forecast with additional manual (if any) adjustments based on your local knowledge. In order to maintain the integrity of the forecast, we ask participants to follow these basic guidelines on making adjustments to the TAZ forecast.

Ground rules:

- Each jurisdiction has been assigned a set of TAZ’s that approximate the current city limits and county jurisdiction (note: there may be rounding and estimation error / differences between city limits and TAZ boundaries that can’t be avoided).
- Cities and counties are given TAZ allocations that add up to “control totals” for each jurisdiction.
 - The ultimate control total or cap is determined by Metro’s regional forecast. (This is the total forecast amount for the region as a whole and adopted in the 2018 UGM decision)
 - Within the control totals for each jurisdiction, we advise jurisdictions to limit their manual adjustment (plus or minus) to each TAZ subject to recovering your control total.

- If your TAZ review identifies an excess (or shortfall) in your city control total, please contact your county lead to see if there is another city in your county that has a shortfall (or excess). Your county lead can assist in manually rebalancing the TAZ totals in the county.
- If the county adjustments exceed (or has a shortfall) the given county control total, Metro in coordination with the effected cities and counties will affect a compromise to settle the manual TAZ adjustments.
- Cities and counties have latitude to make adjustments, but Metro asks that the manual adjustments are paired with explanations as to why the adjustments are necessary.

Your assistance in this review process is important and helps make this a better forecast product. Thank you for your involvement in this process.

Attachment 2
Local Reviewer Contact List

Last Name	First Name	Jurisdiction	County
Seldon	Sarah	Fairview	Multnomah
Fry	Carolanne	Fairview	Multnomah
Kelly	Katherine	Gresham	Multnomah
Higgins	Jay	Gresham	Multnomah
Armstrong	Tom	Portland	Multnomah
Hagen	Chet	Multnomah County	Multnomah
Johnson	Carol	Multnomah County	Multnomah
Barber	Adam	Multnomah County	Multnomah
Berry	Jessica	Multnomah County	Multnomah
Cook*	Kevin	Multnomah County	Multnomah
Shackelford	Amber	Troutdale	Multnomah
Farrell	Arini	Troutdale	Multnomah
Straite	Matt	Wood Village	Multnomah
Becker	Jolynn	Banks	Washington
McQuillan	Kate	Beaverton	Washington
Wells	Ryan	Cornelius	Washington
Tate	Linda	Durham	Washington
Pohl	Bryan	Forest Grove	Washington
Riordan	Dan	Forest Grove	Washington
Eidt	Taylor	Hillsboro	Washington
Choi	Brad	Hillsboro	Washington
Liden	Keith	King City	Washington
Varner	Andy	North Plains	Washington
Palmer	Erika	Sherwood	Washington
Hajduk	Julia	Sherwood	Washington
McGuire	Tom	Tigard	Washington
Shanks	Susan	Tigard	Washington
Schulyler	Warren	Tigard	Washington
Purdy	Lloyd	Tigard	Washington
Koper	Steve	Tualatin	Washington
Pauly	Daniel	Wilsonville	Washington
Bateschell	Miranda	Wilsonville	Washington
Rybold	Kimberly	Wilsonville	Washington
Rencher*	Ken	Washington County	Washington
Walter	Michael	Happy Valley	Clackamas
Siegel	Scot	Lake Oswego	Clackamas
Farley	Will	Lake Oswego	Clackamas
Levitan	Daniel	Milwaukie	Clackamas
Heberling	Mary	Milwaukie	Clackamas

Last Name	First Name	Jurisdiction	County
Kolias	Vera	Milwaukie	Clackamas
Fadenrecht	Christina	Milwaukie	Clackamas
Wicks	Alison	Milwaukie	Clackamas
Egner	Denny	Milwaukie	Clackamas
Aman	Leila	Milwaukie	Clackamas
Straite	Matt	Rivergrove	Clackamas
O'Neill	Kelly	Sandy	Clackamas
Meharg	Emily	Sandy	Clackamas
Denison	Shelley	Sandy	Clackamas
Wyss	Darren	West Linn	Clackamas
Fursdon	Megan	West Linn	Clackamas
Buehrig	Karen	Clackamas County	Clackamas
Fritzie	Martha	Clackamas County	Clackamas
Setterfield	Brett	Clackamas County	Clackamas
Williams*	Stephen	Clackamas County	Clackamas
Cross	Nicole	Clackamas County	Clackamas

*Designated County Lead

Exhibit A
Transportation Analysis Zone (TAZ) Map

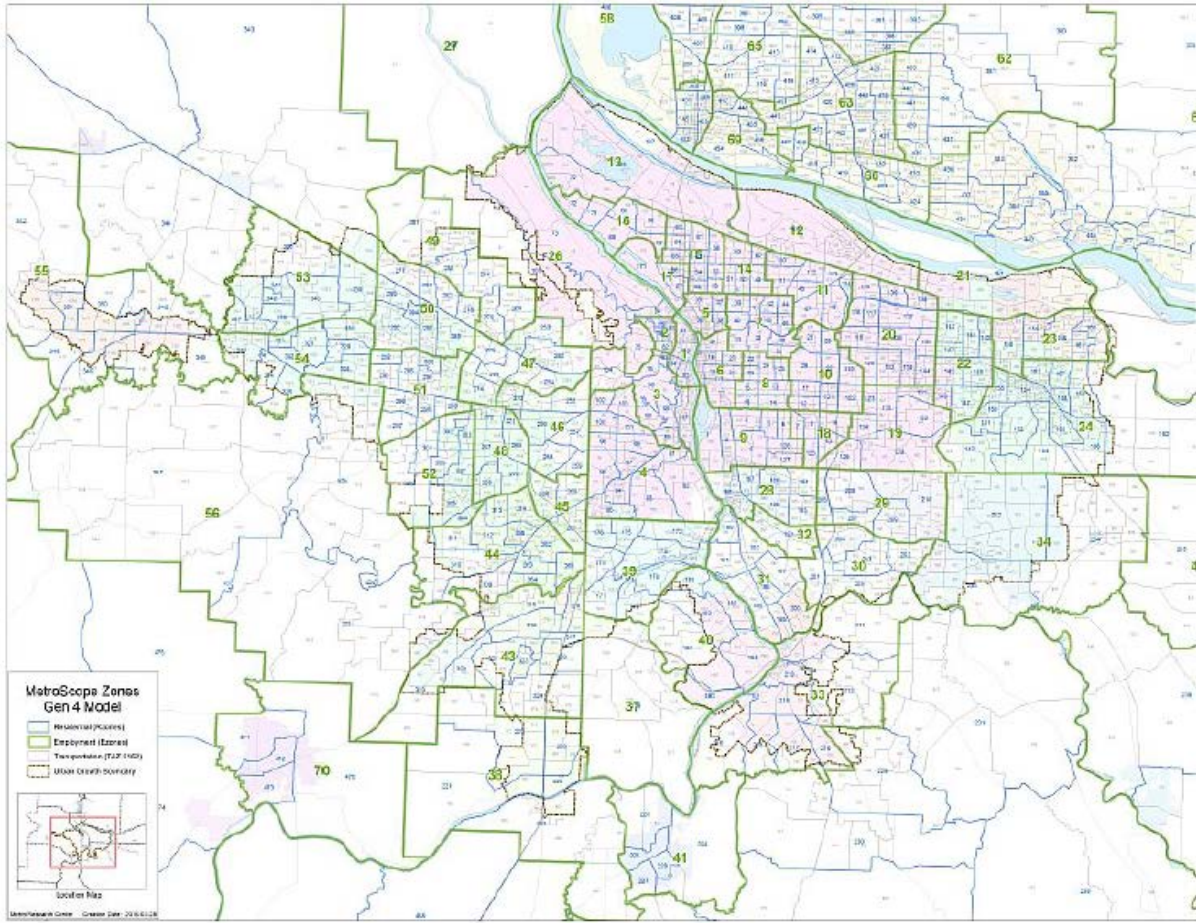


Exhibit B
2045 Distributed Forecast of Population, Households, and Employment

	Population Forecast		
	(adjusted to city limits)*		
	2020	2030	2045
<u>Jurisdiction*</u>			
Banks	1,959	2,022	2,021
Barlow	137	130	119
Beaverton	99,490	114,525	119,156
Canby	17,161	19,582	19,681
Cornelius	12,534	14,606	17,322
Durham	1,878	1,859	1,793
Estacada	4,091	5,227	5,267
Fairview	9,024	9,538	9,797
Forest Grove	26,370	30,702	33,592
Gladstone	11,960	12,071	12,021
Gresham	113,409	119,476	122,154
Happy Valley	22,556	41,314	57,362
Hillsboro	105,153	122,598	128,270
Johnson City	572	589	848
King City	4,718	6,961	8,985
Lake Oswego	40,035	41,947	42,133
Maywood Park	764	730	724
Milwaukie	20,594	22,859	23,268
Molalla	10,088	14,035	14,160
North Plains	3,480	5,194	5,860
Oregon City	36,457	42,665	49,009
Portland	668,429	708,370	774,219
RiverGrove	509	483	449
Sandy	11,127	17,621	18,451
Sherwood	19,747	20,118	20,662
Tigard	54,591	63,813	71,611
Troutdale	16,292	17,385	17,795
Tualatin	27,278	27,598	27,565
West Linn	26,060	26,579	26,990
Wilsonville	25,945	29,756	30,566
Wood Village	4,213	4,814	5,306
Unincorporated Clackamas County	201,322	219,034	293,341
Unincorporated Multnomah County	19,328	22,264	40,490
Unincorporated Washington County	264,884	308,416	372,475
	2020	2030	2045
Clackamas County, total	428,614	493,892	593,665
Multnomah County, total	831,459	882,577	970,485
Washington County, total	622,082	718,412	809,312
	1,882,155	2,094,881	2,373,462
* 2020 city limits			
Note: All forecast figures prepared pre-COVID.			
Note: All forecast figures prepared pre-Census 2020 vintage population program release>			
Note: 2020 is a forecast year estimate.			

	Household Forecast		
	(adjusted to city limits)*		
	2020	2030	2045
<u>Jurisdiction*</u>			
Banks	580	619	622
Barlow	40	40	40
Beaverton	39,895	47,544	51,262
Canby	6,564	7,833	8,312
Cornelius	3,773	4,552	5,594
Durham	686	703	703
Estacada	1,513	2,022	2,246
Fairview	3,654	4,039	4,388
Forest Grove	9,058	10,918	12,380
Gladstone	4,568	4,727	4,777
Gresham	41,195	45,384	49,067
Happy Valley	6,893	13,203	20,210
Hillsboro	42,338	51,103	55,409
Johnson City	285	307	486
King City	2,442	3,730	4,990
Lake Oswego	17,257	18,909	19,486
Maywood Park	356	356	355
Milwaukie	9,141	10,611	11,328
Molalla	3,363	4,893	5,443
North Plains	1,031	1,593	1,862
Oregon City	13,557	16,591	21,010
Portland	280,708	311,084	359,541
RiverGrove	185	184	188
Sandy	4,026	6,667	7,696
Sherwood	6,567	6,926	7,372
Tigard	21,617	26,160	30,423
Troutdale	5,880	6,561	6,829
Tualatin	10,955	11,474	11,626
West Linn	9,955	10,617	11,886
Wilsonville	9,778	11,727	13,281
Wood Village	1,223	1,461	1,703
Unincorporated Clackamas County	75,024	85,357	126,027
Unincorporated Multnomah County	5,588	6,731	12,944
Unincorporated Washington County	93,243	112,396	140,670
	2020	2030	2045
Clackamas County, total	162,149	193,685	252,417
Multnomah County, total	338,604	375,616	434,827
Washington County, total	232,184	277,718	322,914
	732,937	847,019	1,010,158
* 2020 city limits			
Note: All forecast figures prepared pre-COVID.			
Note: All forecast figures prepared pre-Census 2020 vintage population program release>			
Note: 2020 is a forecast year estimate.			

	Employment Forecast		
	(adjusted to city limits)*		
	2020	2030	2045
<u>Jurisdiction*</u>			
Banks	579	636	670
Barlow	628	580	602
Beaverton	63,500	65,005	72,693
Canby	3,863	3,913	4,312
Cornelius	2,873	3,086	3,895
Durham	1,683	1,718	1,842
Estacada	1,250	1,354	1,454
Fairview	3,048	3,633	5,355
Forest Grove	7,120	6,964	7,299
Gladstone	2,911	3,159	3,926
Gresham	40,562	47,161	55,902
Happy Valley	7,823	9,105	12,367
Hillsboro	84,623	92,918	102,430
Johnson City	317	314	340
King City	708	879	1,108
Lake Oswego	21,525	21,441	23,825
Maywood Park	222	235	251
Milwaukie	13,273	13,742	15,221
Molalla	3,883	3,944	4,020
North Plains	794	860	897
Oregon City	17,122	18,675	21,749
Portland	480,904	502,913	565,382
RiverGrove	135	133	141
Sandy	3,193	3,297	3,675
Sherwood	6,646	7,051	8,013
Tigard	45,109	46,005	52,368
Troutdale	7,448	8,291	10,321
Tualatin	34,115	34,615	36,792
West Linn	4,982	5,365	6,135
Wilsonville	20,539	21,323	24,010
Wood Village	2,594	3,197	3,798
Unincorporated Clackamas County	72,446	75,446	90,565
Unincorporated Multnomah County	3,849	5,416	10,081
Unincorporated Washington County	65,763	79,192	103,707
	2020	2030	2045
Clackamas County, total	173,891	181,792	212,341
Multnomah County, total	538,628	570,846	651,090
Washington County, total	313,513	338,930	391,712
	1,026,032	1,091,568	1,255,143
* 2020 city limits			
Note: All forecast figures prepared pre-COVID.			
Note: All forecast figures prepared pre-Census 2020 vintage population program release>			
Note: 2020 is a forecast year estimate.			

Agenda Item No. 4.4

Ordinance No. 21-1460, For the Purpose of Amending Metro Code Chapter 2.19.220 to Establish a New Natural Areas and Capital Program Performance Oversight Committee, and Declaring an Emergency

Ordinance (First Reading & Hearing)

Metro Council Meeting
Thursday, February 11, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO)
CODE CHAPTER 2.19.220 TO ESTABLISH A)
NEW NATURAL AREAS AND CAPITAL)
PROGRAM PERFORMANCE OVERSIGHT)
COMMITTEE, AND DECLARING AN EMERGENCY)

ORDINANCE NO. 21-1460
Introduced by Chief Operating Officer
Marissa Madrigal with the Concurrence of
Metro Council President Lynn Peterson

WHEREAS, on June 6, 2019 the Metro Council adopted Resolution No. 19-4988, “For the Purpose of Submitting to the Voters of the Metro Area General Obligation Bonds in the Amount of \$475 Million to Fund Natural Area and Water Quality Protection and to Connect People to Nature Close to Home; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of Said Bonds Upon Issuance,” approving, certifying and referred by the Metro Council to the Metro Area voters on the November 5, 2019 General Election as Ballot Measure 26-203 (“2019 Parks and Nature Bond Measure”); and

WHEREAS, at the General Election held on November 5, 2019, the Metro Area voters approved the 2019 Parks and Nature Bond Measure; and

WHEREAS, the 2019 Parks and Nature Bond Measure calls for an independent community oversight committee that will review bond expenditures and provide annual reports; and

WHEREAS, the Metro Council desires to create such an oversight committee, to hereafter be known as the Natural Areas and Capital Program Performance Oversight Committee; and

WHEREAS, the Natural Areas and Capital Program Performance Oversight Committee will effectively replace and assume any and all remaining responsibilities of the existing Natural Areas and Capital Program Performance Oversight Committee with respect to any remaining bond expenditures related to the 2006 Natural Areas Bond Measure (Measure 26-80); and

WHEREAS, the efficacy of the Natural Areas and Capital Program Performance Oversight Committee will be greatly enhanced, and with it the level and quality of service it provides to the citizens of the Metro Area, by its immediate creation and appointments thereto so that it can begin its work overseeing the implementation of the 2019 Parks and Nature Bond Measure; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

Section 1. Metro Code Chapter 2.19 will be amended by removing Metro Code Chapter 2.19.220 in its entirety and replacing it with the following new Metro Code Section 2.19.220:

- (a) **Purpose and Authority.** The purpose and authority of the Natural Areas and Capital Program Performance Oversight Committee (the “Committee”) is to review whether the six programs described in the 2019 Parks and Nature Bond (Measure 26-203) are meeting the goals and objectives established for the program by the Metro Council. The Committee will also review capital expenditures related to the 2016 Parks and Natural Areas Local-Option Levy (Measure 26-178) and the 2006 Natural Areas Bond Measure (Measure 26-80).

The Committee will annually report to the Metro Council and such report will:

- (1) Assess progress in the implementation of the bond programs under 2019 Parks and Nature Bond (Measure 26-203), including Metro’s efforts to (i) protect water quality and wildlife habitat and (ii) meet the racial equity, community engagement and climate resiliency criteria described in 2019 Parks and Nature Bond (Measure 26-203).
 - (2) Provide recommendations, if any, to improve efficiency, administration and performance of the bond programs under 2019 Parks and Nature Bond (Measure 26-203).
 - (3) Review (i) 2016 Parks and Natural Areas Local-Option Levy (Measure 26-178) expenditures for compliance with program requirements and (ii) any remaining bond expenditures from the 2006 Natural Areas Bond (Measure 26-80).
- (b) **Membership.** The Committee will be composed of no fewer than nine and no more than twenty one members, all appointed by the Metro Council President subject to Council confirmation. The Metro Council President will designate at least one member to serve as Chairperson of the Committee or may elect to designate two members to serve as co-chairpersons. Committee members will bring a commitment to racial equity values and will include members with technical expertise and lived experience in areas including, but not limited to: finance, land acquisition, land conservation, environmental issues, working lands, tribal sovereignty and issues relevant to the disability community and the urban Indigenous community.
- (c) **Terms.** Notwithstanding Metro Code Section 2.19.030, Committee members may serve up to three (3) two-year terms. All appointments made by the Metro Council President will be for a term of two years or to fill a vacancy in the remaining portion of a term not to exceed two years. Notwithstanding the foregoing or Metro Code Section 2.19.030, one-half of the initial Committee members will be appointed to serve a one-year term, and may be reappointed to serve up to three additional two-year terms.
- (d) **Meetings.** The Committee will meet no fewer than three times per year.
- (e) **Dissolution.** The Committee will be dissolved on July 1, 2035 or upon the issuance of a final report by the Committee after all funds authorized by the 2019 Parks and Nature Bond

(Measure 26-203) and 2006 Natural Areas Bond (Measure 26-80) and the capital funds from the 2016 Parks and Natural Areas Local-Option Levy (Measure 26-178) have been spent, whichever is earlier.

Section 2. This Ordinance being necessary for the health, safety and welfare of the Metro Area by effecting the prompt commencement of the Natural Areas and Capital Program Performance Oversight Committee appointment process so that as soon as possible it can begin its work overseeing the completion of the 2006 Natural Areas Bond (Measure 26-80) program and the implementation of the 2019 Parks and Nature Bond Measure an emergency is declared to exist, and this Ordinance will take effect immediately, pursuant to Metro Charter Section 38(1).

ADOPTED by the Metro Council this ____ day of _____, 2021.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

IN CONSIDERATION OF ORDINANCE NO. 21-1460, FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 2.19.220 TO ESTABLISH THE NATURAL AREAS AND CAPITAL PROGRAM PERFORMANCE OVERSIGHT COMMITTEE, AND DECLARING AN EMERGENCY

Date: January 28, 2021
Department: Parks and Nature
Meeting Date: February 11, 2021

Prepared by: Beth Cohen, Metro
Presenter(s): Beth Cohen, Metro
Length: 15 minutes

ISSUE STATEMENT

Independent community oversight has been essential to Metro's accountability and delivery on promises made to voters in its funding measures. The establishment of the Natural Areas and Capital Program Performance Oversight Committee provides an opportunity to meet a high standard for inclusive, equitable community oversight.

The purpose of Ordinance No. 21-1460 is to amend the Metro Code Chapter 2.19.220 to establish the Natural Areas and Capital Program Performance Oversight Committee (the "Oversight Committee").

The purpose of the Oversight Committee is to provide independent program oversight on behalf of the Metro Council to ensure that Metro will be accountable and transparent in its use of capital funds from (a) the \$475 million 2019 Parks and Nature Bond Measure, (b) the 2016 Parks and Natural Areas Local-Option Levy, and (c) any remaining expenditures from the 2006 Natural Areas Bond Measure.

ACTION REQUESTED

Staff requests approval of Ordinance No. 21-1460 to amend the Metro Code Chapter 2.19.220 to establish the Oversight Committee.

IDENTIFIED POLICY OUTCOMES

The establishment of the Oversight Committee in the Metro Code will establish the purpose, authority, membership, and meeting structure for the committee. The Oversight Committee's roles and procedures will be consistent with existing Metro Code and the structure of other Metro oversight committees. The Oversight Committee's primary roles are to:

Purpose and Authority. The purpose and authority of the Natural Areas and Capital Program Performance Oversight Committee (the "Committee") is to review whether the six programs described in the 2019 Parks and Nature Bond Measure 26-203 are meeting the goals and objectives

established for the program by the Metro Council. The Committee will also review capital expenditures related to the 2016 Parks and Natural Areas Local-Option Levy (Measure 26-178) and the 2006 Natural Areas Bond Measure (Measure 26-80).

The Committee will annually report to the Metro Council and such report will:

- (1) Assess progress in the implementation of the bond programs under Measure 26-203, including Metro's efforts to (i) protect water quality and wildlife habitat and (ii) meet the racial equity, community engagement and climate resiliency criteria described in Measure 26-203.
- (2) Provide recommendations, if any, to improve efficiency, administration and performance of the bond programs under Measure 26-203.
- (3) Review (i) 2016 Parks and Natural Areas Local-Option Levy expenditures for compliance with program requirements and (ii) any remaining bond expenditures from the 2006 Natural Areas Bond Measure.

Parks and Nature staff are launching a process in early 2021 to identify a set of outcomes through which to measure bond success based on the principles and criteria listed in the bond resolution. Staff will seek Council direction on this effort in the first quarter of 2021. Once the Metro Council confirms the outcomes, staff will share that information with the Oversight Committee to use for evaluating bond progress.

STAFF RECOMMENDATIONS

Approve Ordinance No. 21-1460 to establish the Natural Areas and Capital Program Performance Oversight Committee. The Oversight Committee will provide Metro Council and the region's residents an independent, outside review of Metro's progress in the implementation of the 2019 Parks and Nature Bond Measure programs.

BACKGROUND

On November 5, 2019, Greater Portland voters overwhelmingly approved the 2019 Parks and Nature Bond Measure with the following program areas and allocations:

- Protect and restore land (\$155 million)
- Support local projects – "Local Share" (\$92 million)
- Nature in Neighborhood capital grants (\$40 million)
- Take care of Metro parks (\$98 million)
- Create trails for walking and biking (\$40 million)
- Advance large-scale community visions (\$50 million)

The 2019 Parks and Nature Bond Measure identifies 11 foundational principles to guide the bond's investments and implementation including:

- Serve communities through inclusive engagement, transparency and accountability.

- Advance racial equity through bond investments.
- Protect clean water for people, fish and wildlife.
- Protect and restore culturally significant native plant communities.
- Protect, connect and improve habitat for native fish and wildlife.
- Take care of what we have.
- Make parks and natural areas more accessible and inclusive.
- Connect more people to the land and rivers of our region.
- Invest in trails for biking and walking.
- Support community-led parks and nature projects.
- Make communities more resilient to climate change.

In addition, the 2019 Parks and Nature Bond Measure includes three overarching themes - advancing racial equity, climate resilience and community engagement. These principles and criteria will shape how the bond is implemented and the lens through which bond progress will be evaluated.

At an October 1, 2020 work session, Metro Council provided direction on a structure and membership for an Oversight Committee that will be able to hold Metro accountable for accomplishing the goals of the bond. The Metro Council emphasized the following considerations when recruiting and appointing members to the committee:

- Committee members should bring multiple complementary backgrounds and knowledge across a range of topics including conservation, finance, working lands and understanding of issues relevant to the disability community, the urban Indigenous community and around tribal sovereignty, among others
- Committee members should bring a deep understanding and commitment to conservation values racial equity
- Committee members should reflect the diversity and geography of the region and allow for a range of perspectives on Metro and its work

In October 2020, staff launched a broad recruitment process, sharing the opportunity with many organizations and individuals across the region. A staff committee reviewed the 118 applications received according to the aforementioned set of values determined by the Metro Council and provided a recommendation to Parks and Nature leadership, which finalized a recommendation to the Metro Council for consideration and approval.

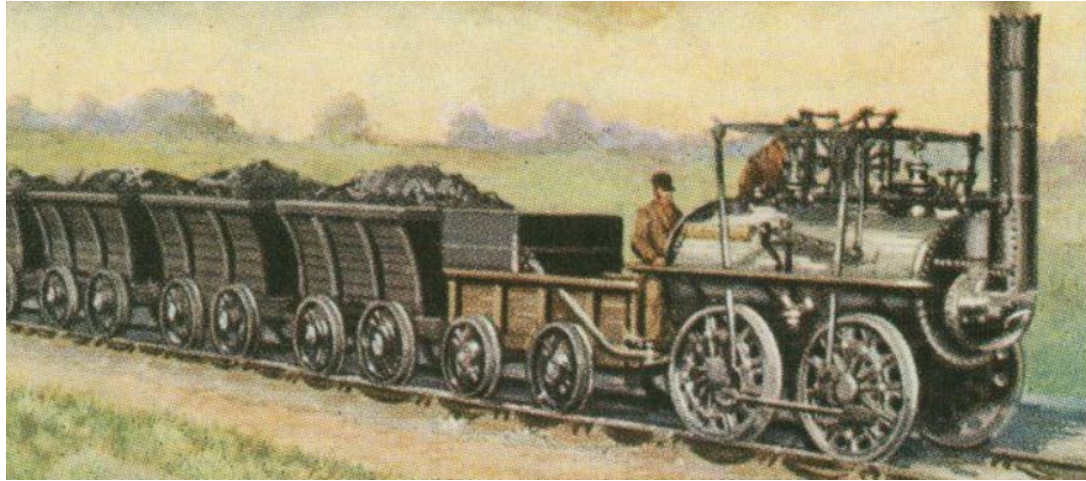
There will be other opportunities for individuals who applied, but were not selected to serve on the Oversight Committee in future years as well as to help shape the implementation of the Parks and Nature bond in other ways.

ATTACHMENTS

None

Materials following this page were distributed at the meeting.

Supporting Images for
Public Comments by Robert Liberty
Before the Metro Council February 11, 2021





\$18

OPSTAL
ERKENNEN
2013

\$19

JEROME



Soft white wheat

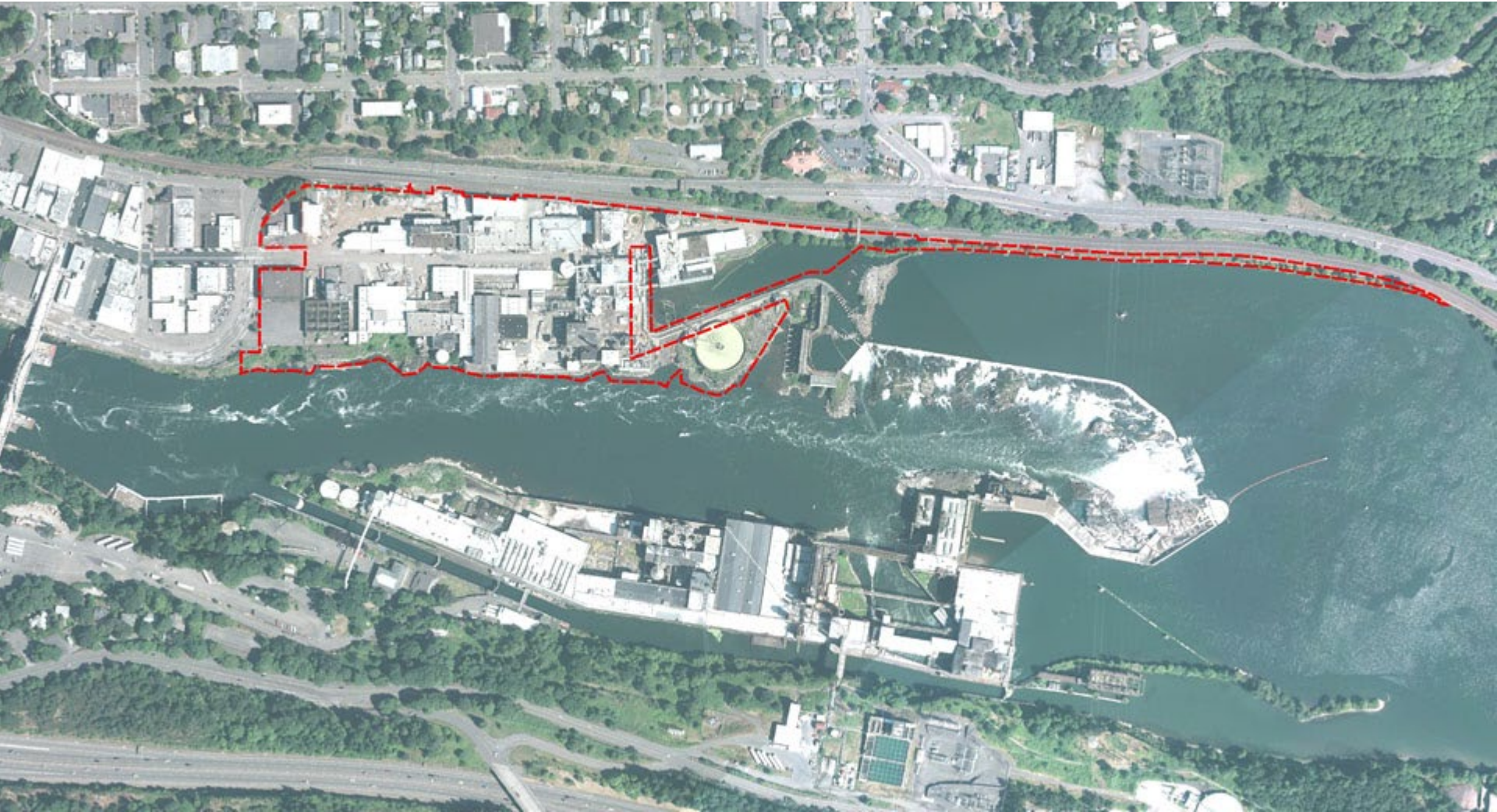
Soft White Wheat

Metro Council Briefing

February 11, 2021



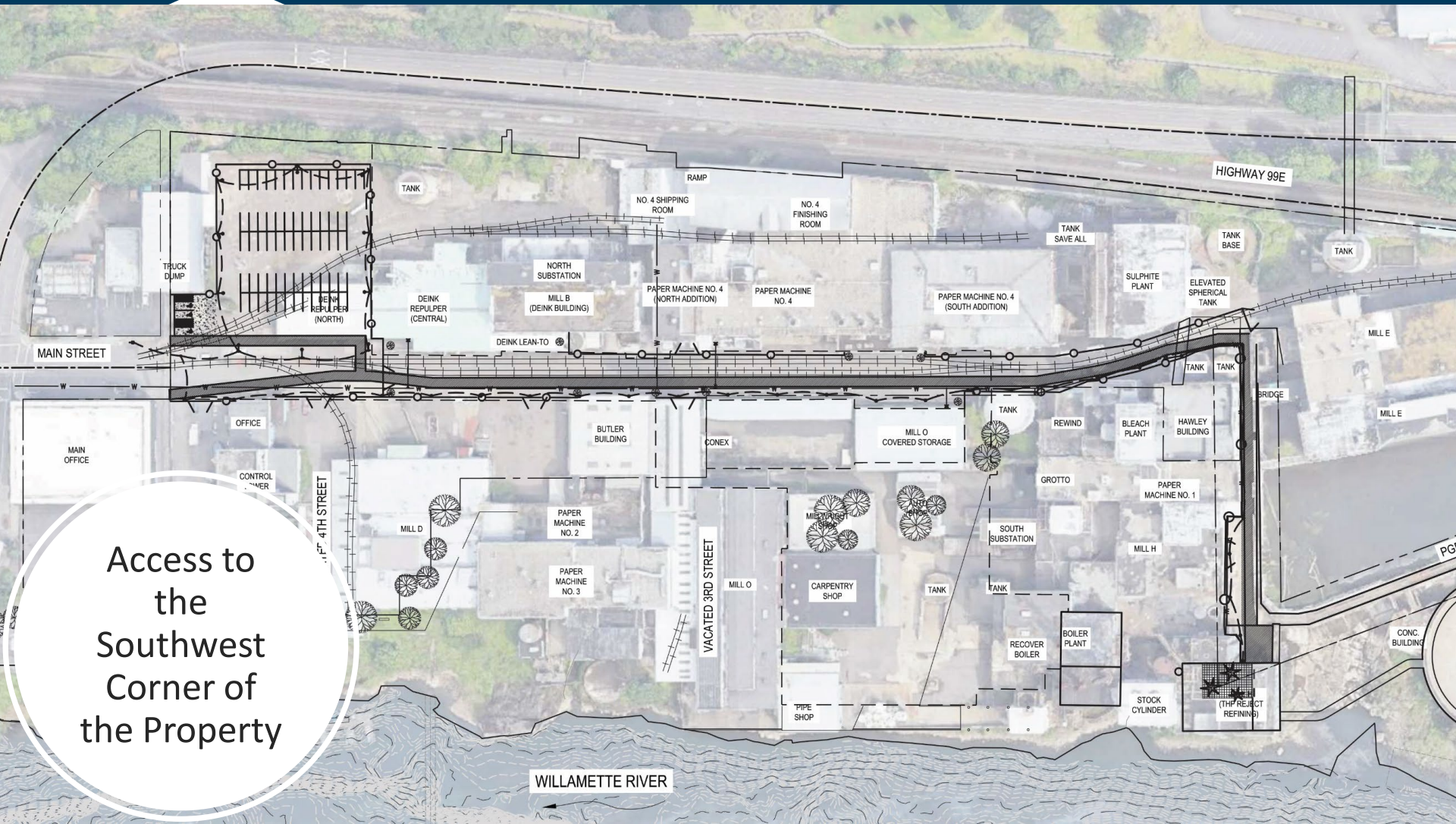
Site context & background



Approved Master Plan



Original Phase 1 Approach (Prior to CTGR Site Acquisition)

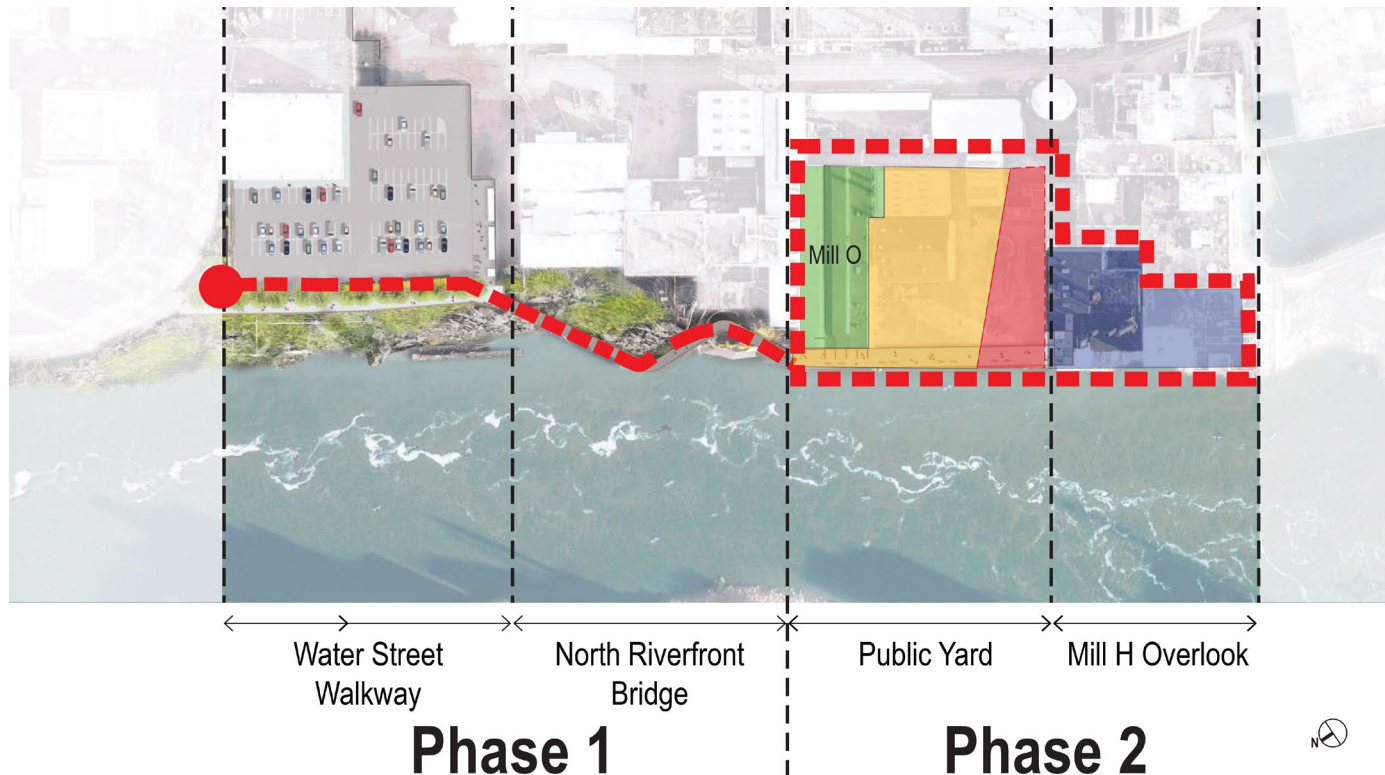


Access to
the
Southwest
Corner of
the Property

WILLAMETTE RIVER

New Focus for Phase 1 (and 2)

The Partners supported moving forward with this general approach.



Next Steps:

Schedule*

- 18 months design and permitting approval
- 18 months construction
- Phase 2 design kickoff in 18 months
(occurs during construction of Phase 1)

Budget*

- Design fees within remaining contract
- \$12.5M construction
- Phase 2 subject to available funding

*To be refined based on stakeholder input



Thank you



Metro

2045 Distributed Forecast

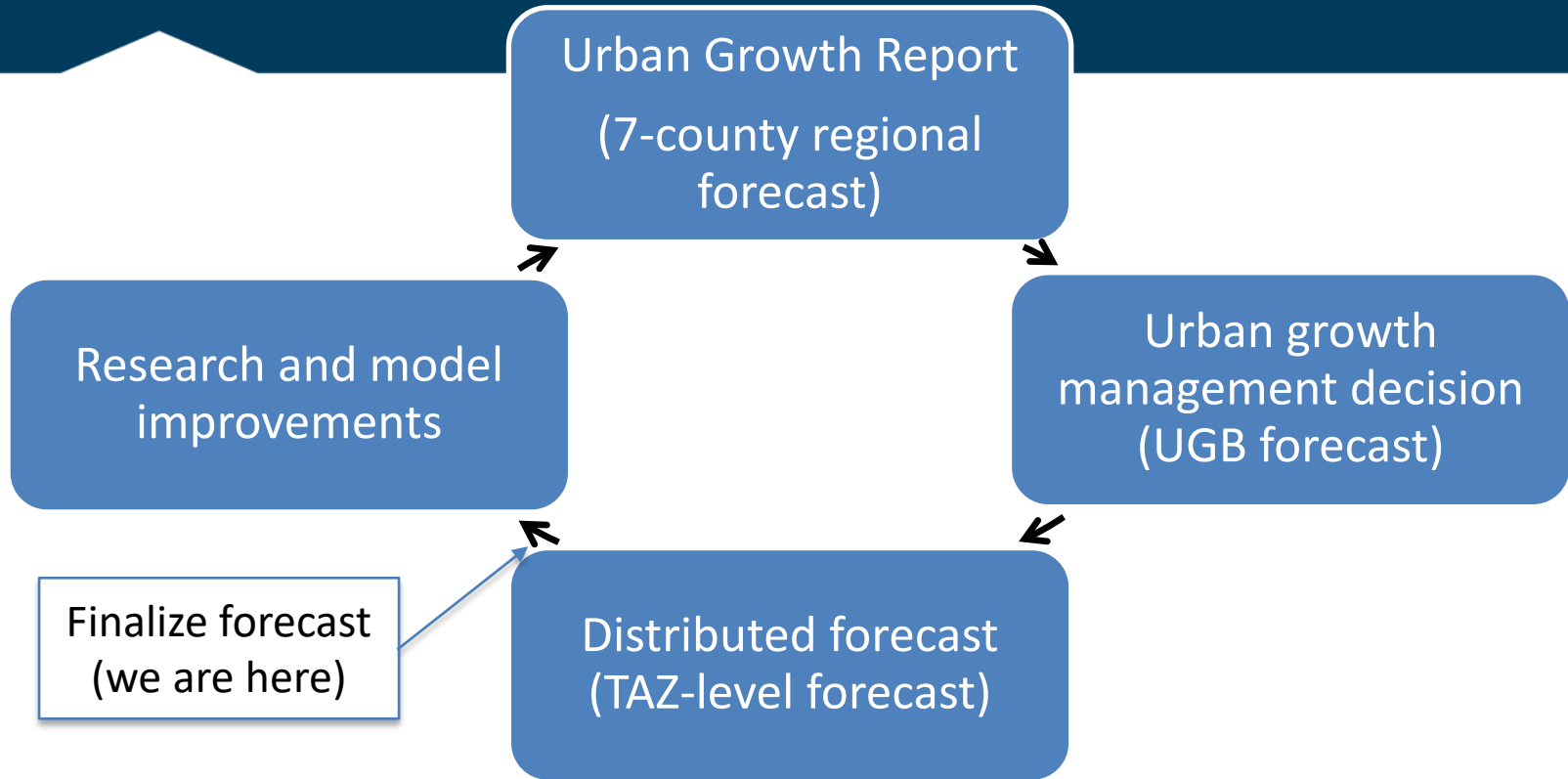
Metro Council Meeting

February 11th, 2021

Per State Law, Metro Coordinates Forecasts with Cities and Counties

- Cities/Counties Use the Forecasts for Comprehensive Plan Updates:
 - Housing Needs Analyses
 - Economic Opportunities Analyses
 - Transportation System Plan Updates
- Metro Uses for Regional Transportation Plan Updates

Metro Forecast Coordination Cycle



Distributed Forecast: Components

Total *households* and *jobs* by Transportation Analysis Zone (TAZ):

- 2020 base year (a forecast)
- 2030 (mid-forecast year)
- 2045 (end-year)

Distributed Forecast: 2020-2045 3-County Totals

- Population: +491,000 (2.37 million by 2045)
- Households: +277,000 (1.01 million by 2045)
- Jobs: +229,000 (1.26 million by 2045)

Distributed Forecast: Key Takeaways

- Region Still Growing
- Residential Growth About Same
- Job Growth Slower

Distributed Forecast: Timeline

Metro Forecast Timeline



Local Jurisdiction Review Timeline: January to September 2020



Distributed Forecast: Local Jurisdiction Coordination

55 Total Participants:

- Clackamas County: 21
- Multnomah County: 13
- Washington County: 20
- 3 County Leads

Next Steps

- Approval by Metro Council and Submittal of Works/Process to DLCDC/LCDC for Acknowledgement
- Next Regional Forecast ~ Circa 2023 in Prep for 2024 UGM 6-year Cycle



Metro

Arts and events

Garbage and recycling

Land and transportation

Oregon Zoo

Parks and nature

oregonmetro.gov