

Council meeting agenda

Thursday, July 8, 2021

2:00 PM

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

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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 June 10, 2021. [21-5576](#)

Attachments: [061021c](#)

- 3.2 Resolution 21-5186, For the Purpose of Appointing New Members to the Public Engagement Review Committee [RES 21-5186](#)

Attachments: [Resolution No. 21-5186](#)
[Staff Report](#)

- 3.3 Resolution No. 21-5182, For the Purpose of Amending the [RES 21-5182](#)
2021-24 Metropolitan Transportation Improvement
Program (MTIP) to Complete the Reprogramming of
Unified Planning Work Program (UPWP) Annual Program
Estimates Impacting Metro, Plus Amend, Add, or Cancel
Several Projects Impacting ODOT and Trimet to Address
their Next Federal Approval Step (JN21-11-JUN)

Attachments: [Resolution No. 21-5182](#)
[Exhibit A to Resolution No. 21-5182](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)
[Attachment 2 to Staff Report](#)

4. Resolutions

- 4.1 Resolution No. 21-5193, For the Purpose of Ratifying the [RES 21-5193](#)
2021-2025 Collective Bargaining Agreement Between
AFSCME 3580 and Metro

Presenter(s): Julio Garcia, Metro
Elizabeth Arnott, Metro

Attachments: [Resolution No. 21-5193](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 21-1463, For the Purpose of Annexing to [ORD 21-1463](#)
the Metro District Boundary Approximately 9.78 Acres
Located West of SW Roy Rogers Road in Tigard

Presenter(s): Tim O'Brien, Metro

Attachments: [Ordinance No. 21-1463](#)
[Exhibit A to Ordinance No. 21-1463](#)
[Staff Report](#)
[Attachment 1 to Staff Report](#)

6. Adjourn to Work Session

Work Session Begins at 2:30

1. Call to Order and Roll Call

2. Work Session Topics:

- 2.1 Update Wet Waste Tonnage Allocations Public
Engagement Process

[21-5575](#)

Presenter(s): Molly Vogt, Metro

Attachments: [Work Session Worksheet](#)

3. Chief Operating Officer Communication

4. Councilor Communication

5. Adjourn

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

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

Agenda Item No. 3.1

Considerations of the Council Meeting Minutes for June 10, 2021
Consent Agenda

Metro Council Meeting & Work Session
Thursday, July 08, 2021

Metro

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



Metro

Minutes

Thursday, June 10, 2021

2:00 PM

Revised 6/10

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

Council meeting

1. Call to Order and Roll Call

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

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

2. Public Communication

Council President Peterson opened the meeting to members of the public wanting to testify on a non-agenda items.

Eric Fruits, City of Portland: Expressed his concerns on the Supportive Housing Services Measure and described his overall concerns with the programs outcomes.

Robert Liberty, City of Portland: Mr. Liberty asked Council and Metro staff to include the metric of induced driving when planning to expand roads.

Seeing no public comment, Council President Peterson moved on to the Supportive Housing Measure's Audit.

3. Presentations**3.1 Supportive Housing Services Audit Presentation**

Presenter(s): Brian Evans, Metro

Council President Peterson introduced Metro Auditor Brian Evans (He/Him) to present the results of the Supportive Housing Measure's 2020 Audit.

Auditor Evans reviewed the highlights of the audit, the purpose of the Measure and recommendations to Metro staff developing the Measure. Council President Peterson invited Metro Chief Operating Officer Marissa Madrigal (she/her) and Metro Housing Director Patricia Rojas to

answer Councilor's questions.

Council Discussion

Councilor's asked staff various questions about the results and recommendations of the Supportive Housing Services audit.

Seeing no further discussion on the topic, Council President Peterson moved on to Resolution No. 21-5174.

4. Consent Agenda

A motion was made by Councilor Lewis, seconded by Councilor Rosenthal, that the consent agenda was approved. The motion carried 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 of the Council Meeting Minutes for May 27, 2021
- 4.2 Resolution No. 21-5177, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Reprogram Unified Planning Work Program (UPWP) Annual Program Estimates Outside the Constrained MTIP to Avoid Obligation Target Conflicts Impacting Metro, Plus Add One and Cancel One Project Impacting Multnomah County and ODOT (MA21-10-MAY)
- 4.3 Resolution No. 21-5181, For the Purpose of Confirming the Reappointment of Two Members and Appointment of Two New Members to the Metro Audit Committee

5. Resolutions

- 5.1 Resolution No. 21-5174, For the Purpose of Adopting the Annual Budget for Fiscal Year 2021-22, Making Appropriations and Levying Ad Valorem Taxes

Presenter(s): Marissa Madrigal, Metro
Cinnamon Williams, Metro

Council President Peterson introduced Cinnamon Williams (she/her) to present Resolution No. 21-5174. Cinnamon Williams reviewed the Councilors proposed amendments and shared that the vote on the budget will happen on June 17, 2021.

This item was amended and assigned to Council.

5.1.1 Public Hearing for Resolution No. 21-5174

Council President Peterson opened the public hearing to the Resolution No. 21-5174. Seeing no public comment, Council President Peterson closed the public hearing.

Seeing no further discussion on the topic, Council President Peterson moved on to Resolution No. 21-5178.

5.2 Resolution No. 21-5178, For the Purpose of Authorizing an Exemption from Competitive Bidding and Procurement of Construction Manager/General Contractor Services by Competitive Request for Proposals for the Blue Lake Park Operation and Maintenance Facilities Project

Presenter(s): Gabriele Schuster, Metro
Brent Shelby, Metro

Council President Peterson introduced Gabi Schuster (she/her) and Brent Shelby (he/him) to present Resolution No. 21-5178. Gabi Schuster presented on the Blue Lake Park project and recommendations for an equitable procurement practices.

A motion was made by Councilor Craddick, seconded by Councilor Rosenthal, 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

5.2.1 Public Hearing for Resolution No. 21-5178

Council President Peterson Council President Peterson

opened the public hearing for Resolution No. 21-5178.

Seeing no public comment or further discussion on the topic, Council President Peterson moved on to the next agenda item: Ordinance No. 21-1463

6. Ordinances (First Reading and Public Hearing)

- 6.1 Ordinance No. 21-1463, For the Purpose of Annexing to the Metro District Boundary Approximately 9.78 Acres Located West of SW Roy Rogers Road in Tigard

Presenter(s): Tim O'Brien, Metro

Council President Peterson introduced Tim O'Brien (he/him) to present Ordinance No. 21-1463.

After Tim O'Brien reviewed Ordinance No. 21-1463, Council President Peterson opened the public hearing for this Ordinance.

This item was introduced on first reading. to the Council meeting due back on 7/8/2021

- 6.1.1 Public Hearing for Ordinance No. 21-1463

Seeing no public comment or further discussion on the topic, Council President Peterson moved on to Chief Operating Officer Communication.

7. Chief Operating Officer Communication

Chief Operating Officer Marissa Madrigal (she/her), shared updates on the following: Re-opening plan for Metro venues and plans for rehiring staff laid off during the pandemic

8. Councilor Communication

Councilors provided updates on the following meetings and events: the Zoo Foundation, Parks and Nature Bond committee and the MERC Commission

9. Adjourn

Seeing no further business, Council President Lynn Peterson adjourned the Metro Council meeting at 4:02 p.m.

Respectfully submitted,

Pilar Karlin

Pilar Karlin, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JUNE 10, 2021

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
2.0	Testimony	06/10/21	Robert Liberty Written Testimony	061021c-01
3.0	Testimony	06/10/21	Mercedes Elizalde Written Testimony	061021c-02

Agenda Item No. 3.2

Resolution 21-5186, For the Purpose of Appointing New Members to the Public Engagement
Review Committee

Consent Agenda

Metro Council Meeting & Work Session
Thursday, July 08, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING NEW	)	RESOLUTION NO. 21-5186
MEMBERS TO THE PUBLIC ENGAGEMENT	)	
REVIEW COMMITTEE	)	Introduced by Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, in furtherance of Metro's Principles of Citizen Involvement, set forth in Resolution No. 97-2433, adopted January 23, 1997, and Ordinance No. 12-1294 amending Metro Code Chapter 2.19.030, the Metro Council established an Advisory Committee known as the Public Engagement Review Committee (PERC) to advise the Metro Council on the development and maintenance of programs and procedures to aid communication between the public and the Metro Council; and

WHEREAS, by a fair and open process, Metro has recruited applicants for PERC and the Metro Council President has appointed selected applicants consisting of members of the public, representatives of community organizations, and public involvement staff from local jurisdictions; and

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

BE IT RESOLVED that:

(a) the following appointments by the Metro Council President are hereby confirmed;

At-large representatives from the region

- Carine Arendes, Washington County
- Michael Foley, Clackamas County
- Richard Gilliam, Clackamas County

(b) each community member's term will run for 3 years, from January 2021 through December 2024;

(c) Staff will begin recruitment to fill PERC vacancies caused by any expiring terms starting fall 2021, working toward new appointments by December 2021.

ADOPTED by the Metro Council this 8th day of July, 2021.

Shirley Craddick, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5186 FOR THE PURPOSE OF APPOINTING NEW MEMBERS TO THE PUBLIC ENGAGEMENT REVIEW COMMITTEE

Date: June 21, 2021

Prepared by: Clifford Higgins, 503-309-7724

BACKGROUND

Metro's Public Engagement Review Committee (PERC) convenes three to four times per year and consists of at-large community members, representatives from three community organizations and public involvement staff from Clackamas, Multnomah and Washington counties.

The PERC serves as a key component of Metro's ongoing efforts to develop and implement broad, inclusive, informed and effective public engagement processes. Committee members are appointed to three-year terms on a rotating schedule.

The PERC bylaws call for at least three at-large community members and at least three representatives from a community organization. Terms for three at-large community representatives and one representative from a community organization have expired.

RECRUITMENT PROCESS

Current membership and conversations with PERC members led staff to recommend a recruitment of three at-large community members and one representative of a community organization. This recruitment would bring the membership to seven at-large community members, three representatives of community organizations, and three county representatives through 2021. Current membership and this recruitment establishes a standard annual recruitment schedule of three at-large community members and one representative of a community organization.

Staff opened an application process and engaged community stakeholders, local agencies and jurisdictions to recruit committee applicants with public involvement experience, strong community connections, and a diverse geographic and demographic representation.

Staff received eight applications and recommended three new at-large community members that best meet the following criteria:

- a commitment to community engagement
- demonstrated skills, knowledge or experience that apply to principles of citizen involvement adopted by Metro
- experience working with underrepresented communities.

No community based organization applied during this recruitment; however, current membership meets the bylaws-required three representatives from community based organizations.

After consulting the communications director and staff, the Metro Council President has appointed the following individuals to PERC for three-year terms: Carine Arendes, Washington County (at-large), Michael Foley, Clackamas County (at-large) and Richard Gilliam, Clackamas County (at-large).

ANALYSIS/INFORMATION

1. **Known Opposition** None
2. **Legal Antecedents** Resolution No. 97-2433 establishing Metro's Principles of Citizen Involvement: Metro Code Chapter 2.19.030; and Ordinance No. 12-1294 amending Metro Code Chapter 2.19.030.
3. **Anticipated Effects** The appointments to the PERC will allow Metro to more successfully engage communities with Metro's initiatives, improve public engagement practices, and prioritize projects for public outreach.
4. **Budget Impacts** No budget impacts. Program needs are accounted for in existing staff resources and accessing Communications M&S included in the FY 2020-2021 budget.

RECOMMENDED ACTION

Confirm appointment of:

- three at-large community representatives to the PERC for three-year terms: Carine Arendes, Michael Foley and Richard Gilliam.

Resolution No. 21-5182, For the Purpose of Amending the 2021-24 Metropolitan Transportation Improvement Program (MTIP) to Complete the Reprogramming of Unified Planning Work Program (UPWP) Annual Program Estimates Impacting Metro, Plus Amend, Add, or Cancel Several Projects Impacting ODOT and Trimet to Address their Next Federal Approval Step (JN21-11-JUN)

Consent Agenda

Metro Council Meeting & Work Session
Thursday, July 08, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2021-24	)	RESOLUTION NO. 21-5182
METROPOLITAN TRANSPORTATION	)	
IMPROVEMENT PROGRAM (MTIP) TO COMPLETE	)	Introduced by: Chief Operating Officer
THE REPROGRAMMING OF UNIFIED PLANNING	)	Andrew Scott in concurrence with
WORK PROGRAM (UPWP) ANNUAL PROGRAM	)	Council President Lynn Peterson
ESTIMATES IMPACTING METRO, PLUS AMEND,	)	
ADD, OR CANCEL SEVERAL PROJECTS	)	
IMPACTING ODOT AND TRIMET TO ADDRESS	)	
THEIR NEXT FEDERAL APPROVAL STEP (JN21-	)	
11-JUN)	)	

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, Metro is now under formal annual obligation targets resulting in additional accountability for Metro to commit, program, obligate, and expend allocated federal formula funds; and

WHEREAS, Metro is continuing reprogramming out to Federal Fiscal Year (FFY) 2025 Unified Planning Work Programming (UPWP) prepositioned project grouping buckets as part of the June 2021 Formal MTIP Amendment Bundle to ensure the funds do not create conflicts with the annual Obligation Targets program; and

WHEREAS, the UPWP PGBs being reprogrammed consist of Safe Routes to Schools (SRTS) projects, Statewide Travel Survey, Transit Oriented Development (TOD), Transportation Systems Management and Operations (TSMO) administration and sub-allocations to awarded projects, and

WHEREAS, the Oregon Transportation Commission's approval of \$327 million for required American Disabilities Act (ADA) curb and ramp improvements enables two ODOT projects located on OR141 and US30 to now progress forward; and

WHEREAS, ODOT's OR99W and US30 Bypass signal and safety improvement project requires a significant project limits adjustment in order to complete final design and engineering activities; and

WHEREAS, ODOT's new Metro Transportation Systems Management and Operations (TSMO) Advance Traffic Controller Upgrade and Deployment project will provide improved traveler safety, plus system operation efficiencies, and will receive the awarded funding from two MTIP pre-positioned project grouping buckets as part of the amendment ; and

WHEREAS, ODOT's I-84 resurfacing project is being canceled from the MTIP as the surface conditions are in better shape than anticipated allowing the project to be delayed until the next STIP cycle; and

WHEREAS, procurement timing difficulties prevents TriMet from moving forward with their CMAQ funded Electric Bus Purchase requiring Metro and TriMet to identify an eligible suitable substitute to apply the CMAQ funds which now will be TriMet's MAX Red Line Extension project; 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 June 2021 MTIP Formal Amendment; and

WHEREAS, 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 June 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 June 4, 2021; and

WHEREAS, JPACT approved Resolution 21-5182 consisting of the June 2021 Formal MTIP Amendment bundle on June 17, 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 July 8, 2021 to formally amend the 2021-24 MTIP to include the required changes identified in the June 2021 Formal MTIP Amendment Bundle and Resolution 21-5182.

ADOPTED by the Metro Council this 8th day of July 2021.

Shirley Craddick, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2024 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 21-5182



Proposed June 2021 Formal Transition Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **JN21-11-JUN**
Total Number of Projects: 23

Key Number & MTIP ID	Lead Agency	Project Name	Amendment Action	Added Remarks
UPWP Project Reprogramming Actions				
Project #1 Key 22160 MTIP ID 71109	Metro	Safe Routes to Schools Program (FFY 2022)	REPROGRAM PROJECTS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets.	The SRTS promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022-24) allocation year)
Project #2 Key 22161 MTIP ID 71114		Safe Routes to Schools Program (FFY 2023)		
Project #3 Key 22162 MTIP ID 71110		Safe Routes to Schools Program (FFY 2024)		
Project #4 Key 22172 MTIP ID 71105	Metro	Statewide Travel Survey	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	The Statewide Travel Survey UPWP project will provide a contribution to statewide travel survey to inform travel forecasting models

Project #5 Key 22163 MTIP ID 71102	Metro	Transit Oriented Development (TOD) program (FFY 2022)		
Project #6 Key 22164 MTIP ID 71103		Transit Oriented Development (TOD) program (FFY 2023)		
Project #7 Key 22165 MTIP ID 71104		Transit Oriented Development (TOD) program (FFY 2024)		
Project #8 Key 22169 MTIP ID 71124	Metro	TSMO Administration (FFY 2022)		
Project #9 Key 22170 MTIP ID 71125		TSMO Administration (FFY 2023)		
Project #10 Key 22171 MTIP ID 71126		TSMO Administration (FFY 2024)		

REPROGRAM PROJECTS:

Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program

The focus of TOD is to partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.

REPROGRAM PROJECTS:

Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program

The Transportation Systems Management and Operations (TSMO) administration revenues support various personnel costs to manage and administer the program

Project #11 Key 22166 MTIP ID 71115	Metro	TSMO Program Sub-allocation Funds (FFY 2022)	REPROGRAM PROJECTS: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.
Project #12 Key 22167 MTIP ID 71116		TSMO Program Sub-allocation Funds (FFY 2023)		
Project #13 Key 22168 MTIP ID 71117		TSMO Program Sub-allocation Funds (FFY 2024)		
Project #14 Key 20886 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2021)	REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets	This TSMO PGB provides strategic and collaborative program management including coordination of activities for TransPort TSMO
End of UPWP Related Project Changes				
Project #15 Key 22431 New Project MTIP ID TBD	ODOT	OR141/OR217 Curb Ramps	ADD NEW PROJECT: The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps.
Project #16 Key 22432 New Project MTIP ID TBD	ODOT	US30BY Curb Ramps	ADD NEW PROJECT: The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.

Project #17 Key 21616 MTIP ID 71170	ODOT	OR99W: OR217 - SW Sunset Blvd & US30B:- Kerby - 162nd Ave OR99W: N Schmeer Rd - SW Meinecke Pkwy & US30B: Kerby - 165th Ave	LIMITS CORRECTION: The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.	The project will upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.
Project #18 Key 20884 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2019)	SPLIT/COMBINE PROJECT: The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed	Key 20884 is a TSMO project grouping bucket maintaining funds for awarded TSMO projects until they are ready to be programmed as stand-alone projects.
Project #19 Key 20885 MTIP ID 70875	Metro	Transportation System Mgmt Operations/ITS (2020)	SPLIT/COMBINE PROJECT: The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle). The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.	Key 20885 is a TSMO project grouping bucket maintaining funds for awarded TSMO projects until they are ready to be programmed as stand-alone projects.
Project #20 Key NEW PROJECT MTIP ID NEW - TBD	ODOT	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy	ADD NEW PROJECT: The formal amendment adds the new Metro TSMO awarded project tot he 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call.	Keys 20884 and 20885 are providing the awarded STBG funds for the project
Project #21 Key 21800 MTIP ID 71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	CANCEL PROJECT: The formal amendment cancels Key 21800, ODOT's I-84: NE Martin Luther King Jr Blvd - I-205 rehab project.	The reason for cancellation is due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. ODOT determined that the resurfacing can wait until the next STIP cycle.

Project #22 Key 22188 MTIP ID 71112	TriMet	Electric Bus Purchase (Metro Fund Exchange)	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849	The reason for the cancelation is due to a procurement and delivery delay that will prevent the bus purchase in FY 2023. The CMAQ funds have an obligation shelf-life expiration date of the end of FFY 2023. Due to this, Metro and TriMet worked together to reprogram the funds to TriMet's MAX Red Line Extension Project
Project #23 Key 20849 MTIP ID 71230	TriMet	MAX Red Line Extension & Reliability Improvements	<u>COST INCREASE:</u> The formal amendment adds the new CMAQ funds (and match) from Key 22188. The Max Red Line Extension project has been evaluated as a suitable substitute for the original Electric Bus purchase project in Key 22188. The project phase costs have been updated per TriMet's guidance as well.	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.



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

Formal Amendment
REPROGRAM PROJECT
Push out the project to FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22160
Project Name: Safe Routes to Schools Program (FFY 2022)	1	ODOT Type	Planning		MTIP ID:	71109
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)		On State Hwy Sys:	No		RFFA ID:	50399
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2022 allocation year)						
STIP Description: Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						
Last Amendment of Modification: None. This is the first amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2022					\$ 530,450	\$ -
STBG-U	Z230	2025					\$ 530,450	\$ 530,450
								\$ -
							Federal Totals:	\$ 530,450
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					\$ 60,712	\$ -
Local	Match	2025					\$ 60,712	\$ 60,712
								\$ -
							Local Total	\$ 60,712
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 591,162	\$ 591,162
Year Of Expenditure (YOE):								\$ 591,162

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment reprograms the planned FY 2022 UPWP SRTS project out to FY 2025 to avoid conflicts with the annual Obligation Targets program. When the UPWP is approved and the funds are required, they will be advanced forward into the applicable obligation year.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027

> RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.

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

> UPWP amendment: Future - Yes

> RTP Goals: Goal #3 - Transportation Choices

> Goal Objective: Objective 3.1 Travel Choices

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

Fund Codes:

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

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

Other

> On NHS: No

> Metro Model: N/A - Planning effort

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
REPROGRAM PROJECT
Push out the project to FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22161
Project Name: Safe Routes to Schools Program (FFY 2023)	2	ODOT Type	Planning		MTIP ID:	71114
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2023 allocation year)		On State Hwy Sys:	No		RFFA ID:	50405
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 23-24
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2023 allocation year)						
STIP Description: Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						
Last Amendment of Modification: None. This is the first amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2023					\$ 546,364	\$ -
STBG-U	Z230	2025					\$ 546,364	\$ 546,364
								\$ -
							Federal Totals:	\$ 546,364
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 62,534	\$ -
Local	Match	2025					\$ 62,534	\$ 62,534
								\$ -
							Local Total	\$ 62,534
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 608,898	\$ 608,898
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 608,898	\$ 608,898
Year Of Expenditure (YOE):								\$ 608,898

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment reprograms the planned FY 2023 UPWP SRTS project out to FY 2025 to avoid conflicts with the annual Obligation Targets program. When the UPWP is approved and the funds are required, they will be advanced forward into the applicable obligation year.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027

> RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.

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

> UPWP amendment: Future - Yes

> RTP Goals: Goal #3 - Transportation Choices

> Goal Objective: Objective 3.1 Travel Choices

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

Fund Codes:

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

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

Other

> On NHS: No

> Metro Model: N/A - Planning effort

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
REPROGRAM PROJECT
Push out the project to FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22162
Project Name: Safe Routes to Schools Program (FFY 2024)	3	ODOT Type	Planning		MTIP ID:	71110
		Performance Meas:	No		Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	12021
Short Description: Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2024 allocation year)		On State Hwy Sys:	No		RFFA ID:	50401
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 24-25
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: To achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit, the Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. (FY 2024 allocation year)						
STIP Description: Through planning funding and outreach activities, promotes the ability for youth to safely, affordably, and efficiently access school by walking, biking, and transit.						
Last Amendment of Modification: None. This is the first amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2024					\$ 562,754	\$ -
STBG-U	Z230	2025					\$ 562,754	\$ 562,754
								\$ -
							Federal Totals:	\$ 562,754
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2024					\$ 64,410	\$ -
Local	Match	2025					\$ 64,410	\$ 64,410
								\$ -
							Local Total	\$ 64,410
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 627,164	\$ 627,164
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 627,164	\$ 627,164
Year Of Expenditure (YOE):								\$ 627,164

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment reprograms the planned FY 2024 UPWP SRTS project out to FY 2025 to avoid conflicts with the annual Obligation Targets program. When the UPWP is approved and the funds are required, they will be advanced forward into the applicable obligation year.

> Will Performance Measurements Apply: No

RTP References:

> RTP ID: 12021 - Regional Safe Routes to School Program for 2018-2027

> RTP Description: Through the Regional Travel Options program, funding is allocated to school districts and other partners to implement ongoing educational programs in schools that encourage children to walk and bicycle to school.

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

> UPWP amendment: Future - Yes

> RTP Goals: Goal #3 - Transportation Choices

> Goal Objective: Objective 3.1 Travel Choices

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

Fund Codes:

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

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

Other

> On NHS: No

> Metro Model: N/A - Planning effort

> Model category and type: N/A

> TCM project: No

> Located on the CMP: No



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning	ODOT Key:	22172
Project Name: Statewide Travel Survey	4	ODOT Type	Operations	MTIP ID:	71105
		Performance Meas:	No	Status:	0
Project Status: 0 = No activity (Planning)		Capacity Enhancing:	No	Comp Date:	12/31/2025
		Conformity Exempt:	Yes	RTP ID:	11103
Short Description: Contribution to statewide travel survey to inform travel forecasting models.		On State Hwy Sys:	No	RFFA ID:	50395
		Mile Post Begin:	N/A	RFFA Cycle:	2022-24
		Mile Post End:	N/A	UPWP:	Yes
		Length:	N/A	UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2022	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	JN21-11-JUN
Detailed Description: Metro region contribution to the statewide travel survey. This survey is conducted once in approximately every decade to understand the people's travel behavior. The project will be coordinated through the Oregon Model Steering Committee. Survey results are used to in both statewide and MPO area travel models to predict travel behavior for both system, modal and project planning activities.					
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1MPO: Portland Metro MPO Work					

Last Amendment of Modification:

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2022					\$ 350,000	\$ -
STBG-U	Z230	2025					\$ 350,000	\$ 350,000
								\$ -
							Federal Totals:	\$ 350,000
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					\$ 40,059	\$ -
Local	Match	2025					\$ 40,059	\$ 40,059
								\$ -
							Local Total	\$ 40,059
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 390,059	\$ 390,059
Year Of Expenditure (YOE):								\$ 390,059

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FY 2022 to FY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22163
Project Name: Transit Oriented Development (TOD) program (FFY 2022)	5	ODOT Type	Transit		MTIP ID:	71102
		Performance Meas:	No		Status:	0
		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	11103
Project Status: 0 = No activity (Planning)		On State Hwy Sys:	No		RFFA ID:	50392
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2022 allocation year)		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that: (1) Bring people to live and work within walking distance of high quality transit. (2) Creates new market comparables for more compact development. (3) Cultivates developers with expertise in compact and mixed-use building in suburban settings. (4) Increases acceptance of urban style buildings through high quality design. (5) Contributes to placemaking and local identity. (6) Support housing affordability. By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments.. (FY 2022 allocation year)						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1 MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2022					\$ 3,495,507	\$ -
STBG-U	Z230	2025					\$ 3,495,507	\$ 3,495,507
								\$ -
							Federal Totals:	\$ 3,495,507
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					\$ 400,076	\$ -
Local	Match	2025					\$ 400,076	\$ 400,076
								\$ -
							Local Total	\$ 400,076
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 3,895,583	\$ 3,895,583
Year Of Expenditure (YOE):								\$ 3,895,583

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FY 2022 to FY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22164
Project Name: Transit Oriented Development (TOD) program (FFY 2023)	6	ODOT Type	Transit		MTIP ID:	71104
		Performance Meas:	No		Status:	0
		Capacity Enhancing:	No		Comp Date:	12/31/2025
Project Status: 0 = No activity (Planning)		Conformity Exempt:	Yes		RTP ID:	11103
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2023 allocation year)		On State Hwy Sys:	No		RFFA ID:	50394
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 24-25
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that: (1) Bring people to live and work within walking distance of high quality transit. (2) Creates new market comparables for more compact development. (3) Cultivates developers with expertise in compact and mixed-use building in suburban settings. (4) Increases acceptance of urban style buildings through high quality design. (5) Contributes to placemaking and local identity. (6) Support housing affordability. By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments. (FY 2023 allocation year)						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1 MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2023					\$ 3,600,373	\$ -
STBG-U	Z230	2025					\$ 3,600,373	\$ 3,600,373
								\$ -
							Federal Totals:	\$ 3,600,373
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 412,079	\$ -
Local	Match	2025					\$ 412,079	\$ 412,079
								\$ -
							Local Total	\$ 412,079
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,012,452	\$ 4,012,452
Year Of Expenditure (YOE):								\$ 4,012,452

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FFY 2023 to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out the programming years to
FY 2025

Lead Agency: Metro		Project Type:	Planning		ODOT Key:	22165
Project Name: Transit Oriented Development (TOD) program (FFY 2024)	7	ODOT Type	Transit		MTIP ID:	71104
		Performance Meas:	No		Status:	0
		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	11103
Project Status: 0 = No activity (Planning)		On State Hwy Sys:	No		RFFA ID:	50394
Short Description: Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FY 2024 allocation year)		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 24-25
		Flex Transfer to FTA	Yes		Transfer Code	5307
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Metro's Transit Oriented Development (TOD) program works directly with developers and local jurisdictions to create vibrant downtowns, main streets and station areas. The program attracts private investment in construction of compact and mixed-use buildings that: (1) Bring people to live and work within walking distance of high quality transit. (2) Creates new market comparables for more compact development. (3) Cultivates developers with expertise in compact and mixed-use building in suburban settings. (4) Increases acceptance of urban style buildings through high quality design. (5) Contributes to placemaking and local identity. (6) Support housing affordability. By increasing the intensity of land uses close to transit, people have been induced to use transit more, and drive less. This improves the cost-effectiveness of regional transit investments. (FY 2024 allocation year)						
STIP Description: Contribution to statewide travel survey to inform travel forecasting models. Region: 1 MPO: Portland Metro MPO Work						
Last Amendment of Modification:						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
Federal Funds								
STBG-U	Z230	2024					\$ 3,708,384	\$ -
STBG-U	Z230	2025					\$ 3,708,384	\$ 3,708,384
								\$ -
							Federal Totals:	\$ 3,708,384
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 424,441	\$ -
Local	Match	2025					\$ 424,441	\$ 424,441
								\$ -
							Local Total	\$ 424,441
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 4,132,825	\$ 4,132,825
Year Of Expenditure (YOE):								\$ 4,132,825

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Project slip due to the need to avoid Obligation Target issues

Amendment Summary:

The formal amendment reprograms the project from FFY 2024 to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program. When the funds are required, they will be included into the specific annual UPWP and advanced forward to that specific obligation year.

- > Will Performance Measurements Apply: No

RTP References:

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

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22169
Project Name: TSMO Administration (FFY 2022)	8	ODOT Type	ITS		MTIP ID:	71124
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 22-23
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JN21-11-JUN	
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)						
STIP Description: TBD						

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 188,707	\$ -
STBG-U	Z230	2025					\$ 188,707	\$ 188,707
							Federal Totals:	\$ 188,707
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 21,598	\$ -
Local	Match	2025					\$ 21,598	\$ 21,598
							Local Total	\$ 21,598
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 210,305	\$ 210,305
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 210,305	\$ 210,305
Year Of Expenditure (YOE):								\$ 210,305

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.
- > Slip TSMO admin FFY 2022 allocation to FFY 2025. Re-commit to SFY 22-23 UPWP next year.

Amendment Summary:

- The formal amendment reprograms the TSMO FY 2022 admin funding allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program
- > 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 - Other - Planning and Technical Studies.
- > UPWP amendment: Future - Yes
- > RTP Goals: Goal 11 - Transparency and accountability
- > Goal Objective: Objective 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key: 22170
Project Name: TSMO Administration (FFY 2023)	9	ODOT Type	ITS		MTIP ID: 71125
		Performance Meas:	No		Status: 0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date: 12/31/2025
		Conformity Exempt:	Yes		RTP ID: 11104
Short Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)		On State Hwy Sys:	No		RFFA ID: N/A
		Mile Post Begin:	N/A		RFFA Cycle: N/A
		Mile Post End:	N/A		UPWP: Yes
		Length:	N/A		UPWP Cycle: SFY 23-24
		Flex Transfer to FTA	No		Transfer Code: N/A
		1st Year Program'd:	2023		Past Amend: 0
		Years Active:	0		OTC Approval: No
		STIP Amend #:	TBD		MTIP Amnd #: JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)					
STIP Description: TBD					

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2023					\$ 194,369	\$ -
STBG-U	Z230	2025					\$ 194,369	\$ 194,369
							Federal Totals:	\$ 194,369
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 22,246	\$ -
Local	Match	2025					\$ 22,246	\$ 22,246
							Local Total	\$ 22,246
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 216,615	\$ 216,615
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 216,615	\$ 216,615
Year Of Expenditure (YOE):								\$ 216,615

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.
- > Slip TSMO admin FY 2023 allocation to FY 2025. Re-commit to SFY 23-24 UPWP next year.

Amendment Summary:

- The formal amendment reprograms the TSMO FY 2023 admin funding allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program
- > 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 - Other - Planning and Technical Studies.
- > UPWP amendment: Future - Yes
- > RTP Goals: Goal 11 - Transparency and accountability
- > Goal Objective: Objective 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22171
Project Name: TSMO Administration (FFY 2024)	10	ODOT Type	ITS		MTIP ID:	71126
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	11104
Short Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)		On State Hwy Sys:	No		RFFA ID:	N/A
		Mile Post Begin:	N/A		RFFA Cycle:	N/A
		Mile Post End:	N/A		UPWP:	Yes
		Length:	N/A		UPWP Cycle:	SFY 24-25
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71115/RFFA ID 50406). This is for the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)						
STIP Description: TBD						

Last Amendment of Modification: None. First amendment to the project

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2024					\$ 200,200	\$ -
STBG-U	Z230	2025					\$ 200,200	\$ 200,200
							Federal Totals:	\$ 200,200
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2024					\$ 22,914	\$ -
Local	Match	2025					\$ 22,914	\$ 22,914
							Local Total	\$ 22,914
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 223,114	\$ 223,114
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 223,114	\$ 223,114
Year Of Expenditure (YOE):								\$ 223,114

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.
- > Slip TSMO admin FFY 2024 allocation to FFY 2025. Re-commit to SFY 24-25 UPWP next year.

Amendment Summary:

- The formal amendment reprograms the TSMO FFY 2024 admin funding allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program
- > 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 - Other - Planning and Technical Studies.
- > UPWP amendment: Future - Yes
- > RTP Goals: Goal 11 - Transparency and accountability
- > Goal Objective: Objective 11.2 - Performance-Based Planning
- > Goal Description: Make transportation investment decisions using a performance-based planning approach that is aligned with the RTP goals and supported by meaningful public engagement, multimodal data and analysis.

Fund Codes:

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

Other

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



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22166
Project Name: TSMO Program Sub-allocation Funds (FFY 2022)	11	ODOT Type	ITS		MTIP ID:	71115
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
		On State Hwy Sys:	No		RFFA ID:	50406
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2022		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2022 allocation year)						
STIP Description: Regional Transportation System Management & Operations (TSMO) program.						
Last Amendment of Modification: None. First amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,667,158	\$ -
STBG-U	Z230	2025					\$ 1,667,158	\$ 1,667,158
							Federal Totals:	\$ 1,667,158
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					\$ 190,814	\$ -
Local	Match	2025					\$ 190,814	\$ 190,814
							Local Total	\$ 190,814
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,857,972	\$ 1,857,972
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,857,972	\$ 1,857,972
Year Of Expenditure (YOE):								\$ 1,857,972

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.
- > Slip TSMO PGB in FFY 2022 allocation to FY 2025.

Amendment Summary:

The formal amendment reprograms the TSMO FFY 2022 project grouping bucket allocation to FFY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FY 2025.

- > Will Performance Measurements Apply: No

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: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

**Formal Amendment
REPROGRAM PROJECT**
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22167
Project Name: TSMO Program Sub-allocation Funds (FFY 2023)	12	ODOT Type	ITS		MTIP ID:	71116
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
		On State Hwy Sys:	No		RFFA ID:	50407
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2023		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2023 allocation year)						
STIP Description: Regional Transportation System Management & Operations (TSMO) program.						
Last Amendment of Modification: None. First amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2023					\$ 1,717,173	\$ -
STBG-U	Z230	2025					\$ 1,717,173	\$ 1,717,173
							Federal Totals:	\$ 1,717,173
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 196,538	\$ -
Local	Match	2025					\$ 196,538	\$ 196,538
							Local Total	\$ 196,538
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,913,711	\$ 1,913,711
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,913,711	\$ 1,913,711
Year Of Expenditure (YOE):								\$ 1,913,711

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.
- > Slip TSMO PGB in FFY 2023 allocation to FFY 2025.

Amendment Summary:

The formal amendment reprograms the TSMO FY 2023 project grouping bucket allocation to FY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FFY 2025.

- > Will Performance Measurements Apply: No

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: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	22168
Project Name: TSMO Program Sub-allocation Funds (FFY 2024)	13	ODOT Type	ITS		MTIP ID:	71117
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
		On State Hwy Sys:	No		RFFA ID:	50408
		Mile Post Begin:	N/A		RFFA Cycle:	2022-24
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2024		Past Amend:	0
		Years Active:	0		OTC Approval:	No
		STIP Amend #: TBD			MTIP Amnd #: JN21-11-JUN	
Detailed Description: The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effectively. It also includes the administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. (FY 2024 allocation year)						
STIP Description: Regional Transportation System Management & Operations (TSMO) program.						
Last Amendment of Modification: None. First amendment to the project						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2024					\$ 1,768,688	\$ -
STBG-U	Z230	2025					\$ 1,768,688	\$ 1,768,688
							Federal Totals:	\$ 1,768,688
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
							\$	-
							\$	-
							\$	-
							State Total:	\$ -
Local Funds								
Local	Match	2024					\$ 202,434	\$ -
Local	Match	2025					\$ 202,434	\$ 202,434
							Local Total	\$ 202,434
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,971,122	\$ 1,971,122
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,971,122	\$ 1,971,122
Year Of Expenditure (YOE):								\$ 1,971,122

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.
- > Slip TSMO PGB in FFY 2024 allocation to FFY 2025.

Amendment Summary:

The formal amendment reprograms the TSMO FFY 2024 project grouping bucket allocation to FFY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FFY 2025.

- > Will Performance Measurements Apply: No

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: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
REPROGRAM PROJECT
Push-out UPWP project grouping
bucket to FY 2025

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	20888
Project Name: Transportation System Mgmt Operations/ITS (2021)	14	ODOT Type	OP-ITS		MTIP ID:	70875
		Performance Meas:	No		Status:	0
Project Status: 0 = no activity		Capacity Enhancing:	No		Comp Date:	12/31/2025
		Conformity Exempt:	Yes		RTP ID:	12024
		On State Hwy Sys:	No		RFFA ID:	50361
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	1
		Years Active:	1		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking (FY 2021 allocation year)						
STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.						
Last Amendment of Modification: Administrative - December 2020 - AB21-05-DEC2- Reprogram Other to FY 2022						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,801,828	\$ -
STBG-U	Z230	2025					\$ 1,801,828	\$ 1,801,828
							Federal Totals:	\$ 1,801,828
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					\$ 206,277	\$ -
Local	Match	2025					\$ 206,277	\$ 206,277
							Local Total	\$ 206,277
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,008,105	\$ 2,008,105
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 2,008,105	\$ 2,008,105
Year Of Expenditure (YOE):								\$ 2,008,105

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.
- > Slip TSMO PGB in FFY 2022 (allocation year of 2021) to FFY 2025.

Amendment Summary:

- The formal amendment reprograms the TSMO FFY 2022(allocation year of 2021) project grouping bucket allocation to FFY 2025 to avoid conflicts with the annual Obligation Targets program. As the TSMO program awards specific projects, the required funding award is obtained from these PGBs which were prepositioned over a three-year period. Now, the funding will be drawn down for the specific project from the applicable PGB in FFY 2025.
- > Will Performance Measurements Apply: No

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: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Add new ADA safety improvement
project to the 2021-24 MTIP

Lead Agency: ODOT		Project Type:	Safety/ADA		ODOT Key:	22431
Project Name: OR141/OR217 Curb Ramps	15	ODOT Type	Safety/ADA		MTIP ID:	TBD
		Performance Meas:	No		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	OR141		RFFA ID:	N/A
		Mile Post Begin:	2.57		RFFA Cycle:	N/A
		Mile Post End:	7.07		UPWP:	No
		Length:	Various		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	21-24-0761		MTIP Amnd #:	JN21-11-JUN
Detailed Description: On OR 141 (Hall Blvd at two location between MP 2.57 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)						
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.						
Last Amendment of Modification: None - Initial MTIP programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2021		\$ 851,830				\$ 851,830
AC-STBGS	ACP0	2022			\$ 299,730			\$ 299,730
AC-STBGS	ACP0	2023					\$ 1,304,043	\$ 1,304,043
								\$ -
							Federal Totals:	\$ 2,455,603
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 97,496				\$ 97,496
State	Match	2022			\$ 34,305			\$ 34,305
State	Match	2023					\$ 149,254	\$ 149,254
								\$ -
							State Total:	\$ 281,055
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 949,326	\$ 334,035	\$ -	\$ 1,453,297	\$ 2,736,658
Year Of Expenditure (YOE):								\$ 2,736,658

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.
- > Part of the planned ADA improvements during FY 2020-2022 as approved by OTC during their January 2021 meeting.
- > Exemption Status: Project is an exempt, non-capacity enhancing project and is exempt from air quality analysis per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > Qualifies as a Project Grouping Bucket: Yes. Projects will be NEPA CE, are non-capacity enhancing, and meet exemption status per 40 CFR 93.126, Table 2.

Amendment Summary:

The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity
- > UPWP amendment: No
- > RTP Goals: Goal #5 - Safety and Security
- > Goal Objective: 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBS = Federal Advance Construction placeholder fund type code that is projected to be State STBG when the fund conversion occurs.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: No
- > Metro Model: Hall Blvd is identified as a Pedestrian Parkway
- > Model category and type: Metro Pedestrian Network
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Add new ADA safety improvement
project to the 2021-24 MTIP

Lead Agency: ODOT		Project Type:	Safety/ADA		ODOT Key:	22432
Project Name: US30BY Curb Ramps	16	ODOT Type	Safety/ADA		MTIP ID:	TBD
		Performance Meas:	No		Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). Short Description: At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	12095
		On State Hwy Sys:	US30		RFFA ID:	N/A
		Mile Post Begin:	1.28		RFFA Cycle:	N/A
		Mile Post End:	14.76		UPWP:	No
		Length:	Various		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	0		OTC Approval:	Yes
		STIP Amend #:	21-24-0763		MTIP Amnd #:	JN21-11-JUN
Detailed Description: On US30 Bypass at multiple locations between MP 1.28 to 14.76) in the NE Portland area, construct ADA compliant curbs and ramps for safety improvements. (ADA PGB)						
STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.						
Last Amendment of Modification: None - Initial MTIP programming						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2021		\$ 5,361,060				\$ 5,361,060
AC-STBGS	ACP0	2022			\$ 1,886,370			\$ 1,886,370
AC-STBGS	ACP0	2023					\$ 8,207,099	\$ 8,207,099
								\$ -
							Federal Totals:	\$ 15,454,529
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 613,597				\$ 613,597
State	Match	2022			\$ 215,904			\$ 215,904
State	Match	2023					\$ 939,339	\$ 939,339
								\$ -
							State Total:	\$ 1,768,840
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ 5,974,657	\$ 2,102,274	\$ -	\$ 9,146,438	\$ 17,223,369
Year Of Expenditure (YOE):								\$ 17,223,369

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.
- > Part of the planned ADA improvements during FY 2020-2022 as approved by OTC during their January 2021 meeting.
- > Exemption Status: Project is an exempt, non-capacity enhancing project and is exempt from air quality analysis per 40 CFR 93.126, Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
- > Qualifies as a Project Grouping Bucket: Yes. Projects will be NEPA CE, are non-capacity enhancing, and meet exemption status per 40 CFR 93.126, Table 2.

Amendment Summary:

The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements

- > Will Performance Measurements Apply: Yes, Safety

RTP References:

- > RTP ID: 12095 - Safety & Operations Projects
- > RTP Description: Projects to improve safety or operational efficiencies such as pedestrian crossings of arterial roads, railroad crossing repairs, slide and rock fall protections, illumination, signals and signal operations systems, that do not add motor vehicle capacity
- > UPWP amendment: No
- > RTP Goals: Goal #5 - Safety and Security
- > Goal Objective: 5.1 - Transportation Safety
- > Goal Description: Eliminate fatal and severe injury crashes for all modes of travel.

Fund Codes:

- > AC-STBS = Federal Advance Construction placeholder fund type code that is projected to be State STBG when the fund conversion occurs.
- > State = General State funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes - MAP21 NHS Principal Arterials
- > Metro Model: Hall Blvd is identified as a Pedestrian Parkway
- > Model category and type: Metro Pedestrian Network
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
LIMITS CORRECTION
Update project name and limits
based on updated Charter

Lead Agency: ODOT		Project Type:	Safety		ODOT Key:	21616
Project Name: OR99W: OR217 SW Sunset Blvd & US30B: Kerby 162nd Ave OR99W: N Schmeer Rd SW Meinecke Pkwy & US30B: Kerby 165th Ave	17	ODOT Type	Safety		MTIP ID:	71170
		Performance Meas:	No		Status:	4
		Capacity Enhancing:	No		Comp Date:	12/31/2024
		Conformity Exempt:	Yes		RTP ID:	12095
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	US30	On State Hwy Sys:	OR99W		RFFA ID:	N/A
Short Description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	5.52 5.60	Mile Post Begin:	8.71 -5.71		RFFA Cycle:	N/A
	14.53 14.70	Mile Post End:	16.90 15.95		UPWP:	No
	9.01 9.10	Length:	7.99 21.15		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
		Years Active:	1		OTC Approval:	No
		STIP Amend #: 21-24-0783			MTIP Amnd #:	JN21-11-JUN
Detailed Description: On OR99W from -5.71 to 15.95 and on US30 from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.						
STIP Description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.						

Last Amendment of Modification: None. 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	ZS30	2021		\$ 429,860				\$ -
HSIP	ZS30	2022			\$ 69,856			\$ 69,856
HSIP	ZS30	2023				\$ 11,685		\$ 11,685
HSIP	ZS30	2023					\$ 1,790,223	\$ 1,790,223
								\$ -
							Federal Totals:	\$ 1,871,764
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 36,264				\$ 36,264
State	Match	2022			\$ 5,893			\$ 5,893
State	Match	2023				\$ 986		\$ 986
State	Match	2023					\$ 151,030	\$ 151,030
								\$ -
								\$ -
							State Total:	\$ 194,173
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 466,124	\$ 75,749	\$ 12,671	\$ 1,941,253	\$ 2,495,797
Phase Totals After Amend:			\$ -	\$ 466,124	\$ 75,749	\$ 12,671	\$ 1,941,253	\$ 2,495,797
Year Of Expenditure (YOE):								\$ 2,495,797

Notes and Summary of Changes:

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

>

Amendment Summary:

The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.

> Will Performance Measurements Apply: Yes - Safety

RTP References:

> RTP ID: 12095 - Safety & Operations Projects

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

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

> UPWP amendment: No

> RTP Goals: Goal 5 Safety and Security

> Goal Objective: Objective 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 ODOT fir safety related improvements

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

Other

> On NHS: Yes

> Metro Model: Yes. The safety improvement are located on a defined Throughway and Principal Arterial in the Motor Vehicle network

> Model category and type: Throughway and Principal Arterial

> TCM project: No

> Located on the CMP: Yes



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

Formal Amendment
SPLIT/COMBINE
Split and combine remaining funds
to ODOT ATC project

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	20884
Project Name: Transportation System Mgmt Operations/ITS (2019)	18	ODOT Type	ITS		MTIP ID:	70875
		Performance Meas:	No		Status:	7
Project Status: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.		Capacity Enhancing:	No		Comp Date:	6/30/2021
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	No		RFFA ID:	50361
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	4
		Years Active:	0		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking.						
STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.						
Last Amendment of Modification: Formal, January 2021, JN21-06-JAN - 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						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 5,760	\$ 5,760
								\$ -
							Federal Totals:	\$ 5,760
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					\$ 659	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 6,419	\$ 6,419
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

Notes and Summary of Changes:

- > Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
- > Transfer remaining funds to ODOT's new ATC TSMO award.

Amendment Summary:

The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed All funds have now been committed to TSMO projects.

- > 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 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
SPLIT/COMBINE
Split and combine remaining funds
to ODOT ATC project

Lead Agency: Metro		Project Type:	ITS/TSMO		ODOT Key:	20885
Project Name: Transportation System Mgmt Operations/ITS (2020)	19	ODOT Type	ITS		MTIP ID:	70875
		Performance Meas:	No		Status:	7
Project Status: 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated.		Capacity Enhancing:	No		Comp Date:	9/30/2025
		Conformity Exempt:	Yes		RTP ID:	11104
		On State Hwy Sys:	No		RFFA ID:	50361
		Mile Post Begin:	N/A		RFFA Cycle:	2019-21
		Mile Post End:	N/A		UPWP:	No
		Length:	N/A		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2020		Past Amend:	2
		Years Active:	2		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee; allocation and implementation of MTIP programming for TSMO; manage regional policy and project development; and oversee performance data development and tracking. (FY 2020 allocation year)						
STIP Description: Funding to provide strategic and collaborative program management including coordination of activities for TransPort Transportation System Management and Operations (TSMO) committee.						
Last Amendment of Modification: Administrative - AB21-05-DEC2, Reprogram Planning to FY 2022						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Z230	2022					\$ 1,744,598	\$ 1,744,598
STBG-U	Z230	2025					\$ 1,510,851	\$ 1,510,851
							Federal Totals:	\$ 3,255,449
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					\$ 199,677	\$ -
Local	Match	2025					\$ 172,924	\$ 172,924
							Local Total	\$ 172,924
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,944,275	\$ 1,944,275
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 1,683,775	\$ 1,683,775
Year Of Expenditure (YOE):								\$ 1,683,775

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.
- > Transfer \$233,747 of STBG-U (and match) to new ODOT ATC TSMO awarded project

Amendment Summary:

The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20885 decreases from \$1,745,257 to \$1,683,775. The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.

- > 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 - Traffic control devices and operating assistance other than signalization projects.
- > UPWP amendment: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: No
- > Metro Model: N/A
- > Model category and type: N/A
- > TCM project: No
- > Located on the CMP: No



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

Formal Amendment
ADD NEW PROJECT
Add new TSMO ATC upgrade &
deployment project for ODOT

Lead Agency: ODOT		Project Type:	ITS/TSMO	ODOT Key:	NEW - TBD
Project Name: Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy	20	ODOT Type	ITS	MTIP ID:	NEW-TBD
		Performance Meas:	No	Status:	1
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Capacity Enhancing:	No	Comp Date:	12/31/2022
		Conformity Exempt:	Yes	RTP ID:	11104
		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
		Flex Transfer to FTA	No	Transfer Code	N/A
		1st Year Program'd:	2021	Past Amend:	0
		Years Active:	0	OTC Approval:	No
		STIP Amend #:	TBD	MTIP Amnd #:	JN21-11-JUN
Detailed Description: Throughout Region 1 at various locations, deploy and install new Advance Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing to support the ongoing Next Generation Transit Signal Priority Project, for smarter signal priority.					
STIP Description: TBD					

Last Amendment of Modification: None. Initial MTIP programming

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	2230	2021					\$ 239,507	\$ 239,507
								\$ -
							Federal Totals:	\$ 239,507
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021					\$ 27,413	\$ 27,413
								\$ -
								\$ -
							State Total:	\$ 27,413
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ 266,920	\$ 266,920
Year Of Expenditure (YOE):								\$ 266,920

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 TSMO awarded project tot eh mTIP..

Amendment Summary:

- The formal amendment adds the new Metro TSMO awarded project tot he 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call. Several ITS related projects were awarded fund to provide upgrades to the signal controllers. This is one of four similar projects involving the purchase of Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at multiple locations throughout Region 1.
- > Will Performance Measurements Apply: Yes, ITS & Safety

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: No
- > RTP Goals: Goal 4 - Reliability and Efficiency
- > Goal Objective: Objective 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: Yes
- > Metro Model: Yes - Motor Vehicle Network
- > Model category and type: Throughways and Major Arterials
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
CANCEL PROJECT
Cancel project and delay and re-add
to 2024-27 STIP

Lead Agency: ODOT		Project Type:	O&M		ODOT Key:	21800
Project Name: I-84: NE Martin Luther King Jr Blvd - I-205	21	ODOT Type	Preserve		MTIP ID:	71200
		Performance Meas:	No		Status:	2
		Capacity Enhancing:	No		Comp Date:	N/A
		Conformity Exempt:	Yes		RTP ID:	12094
		On State Hwy Sys:	I-84		RFFA ID:	N/A
		Mile Post Begin:	0.40		RFFA Cycle:	N/A
		Mile Post End:	7.12		UPWP:	No
		Length:	6.72		UPWP Cycle:	N/A
		Flex Transfer to FTA	No		Transfer Code	N/A
		1st Year Program'd:	2021		Past Amend:	0
Years Active:	1		OTC Approval:	Yes		
		STIP Amend #: 21-24-0764			MTIP Amnd #: JN21-11-JUN	
CANCELED PROJECT						
Detailed Description: Design for a future pavement resurfacing project to repair ruts and surface wear.						
STIP Description: Design for a future pavement resurfacing project to repair ruts and surface wear.						
Last Amendment of Modification: None. This is the first amendment to the project.						

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
NHPP	2002	2021		\$ 922,200			-	\$ -
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Obligation Amount:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
State	Match	2021		\$ 77,800				\$ -
								\$ -
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Year Of Expenditure (YOE):								\$ -

CANCELED PROJECT

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.
- > ACTION: Cancel project from 2021-24 MTIP

Amendment Summary:

The formal amendment cancels Key 21800, ODOT's I-84: NE Martin Luther King Jr Blvd - I-205 rehab project. In the 2021-2024 STIP, this project was originally awarded \$1,000,000 Fix-it Interstate Maintenance (IM) funds which includes the state match requirement. The intent of the project was to design for a future pavement resurfacing project to repair ruts and surface wear. The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update

- > Will Performance Measurements Apply: No

RTP References:

- > RTP ID: 12094 - Highway Pavement Maintenance
- > RTP Description: Pavement rehabilitation/repair projects includes overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders) that do not add motor vehicle capacity.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Safety - Pavement resurfacing and/or rehabilitation.
- > UPWP amendment: No
- > RTP Goals: Goal 10 - Fiscal Stewardship
- > Goal Objective: Objective 10.1 - Infrastructure Condition
- > Goal Description: Plan, build and maintain regional transportation assets to maximize their useful life, minimize project construction and maintenance costs and eliminate maintenance backlogs

Fund Codes:

- > NHPP = Federal funds appropriated to ODOT and then applied to eligible state highway system projects .
- > State = General state funds provided by the lead agency as part of the required match.

Other

- > On NHS: Yes. The project facility is identified as part of the Eisenhower Interstate System
- > Metro Model: The project does not require air quality modeling, but is located on a Metro modeled facility
- > Model category and type: "Throughways" in the Motor Vehicle network,
- > TCM project: No
- > Located on the CMP: Yes



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

Formal Amendment
CANCEL PROJECT
CMAQ funds shifted to Max Red Line
Extension

Lead Agency: TriMet		Project Type: Transit		ODOT Key: 22188
Project Name: Electric Bus Purchase (Metro Fund Exchange)	22	ODOT Type: Transit		MTIP ID: 71217
Project Status: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).		Performance Meas: Yes		Status: 0
Short Description: Electric Bus Purchase (Metro Fund Exchange)		Capacity Enhancing: No		Comp Date: N/A
		Conformity Exempt: Yes		RTP ID: 11335
		On State Hwy Sys: No		RFFA ID: N/A
		Mile Post Begin: N/A		RFFA Cycle: N/A
		Mile Post End: N/A		UPWP: No
		Length: N/A		UPWP Cycle: N/A
		Flex Transfer to FTA: Yes		Transfer Code: 5307
		1st Year Program'd: 2023		Past Amend: 0
	Years Active: 0		OTC Approval: No	
	STIP Amend #: TBD		MTIP Amnd #: JN21-11-JUN	
Detailed Description: None				
STIP Description: Purchase alternative fuel transit buses to enhance the existing fleet. Region				
Last Amendment of Modification: None. Initial MTIP programming				

CANCELED PROJECT

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
EMAQ	Z400	2023					\$ 4,946,372	\$ -
							\$	-
							Federal Totals:	\$ -
Federal Fund Obligations \$:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
EA End Date:								
Known Expenditures:								
State Funds								
								-
								-
								-
							State Total:	\$ -
Local Funds								
Local	Match	2023					\$ 566,134	\$ -
							\$	-
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 5,512,506	\$ 5,512,506
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
							Year Of Expenditure (YOE):	\$ -

CANCELED PROJECT

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.
- > Cancel procurement and shift funds to TriMet MAX Red Line Extension project.

Amendment Summary:

- The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849
- > Will Performance Measurements Apply: Yes, ITS & Safety

RTP References:

- > RTP ID: 11335 - Operating Capital: Equipment and Facilities Phase 1
- > RTP Description: Additional maintenance costs to support existing bus system including ongoing bus purchases as needed to maintain and update fleet.
- > Exemption Status: Project is an exempt, non-capacity type project per 40 CFR 93.126, Table 2 - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.
- > UPWP amendment: No
- > RTP Goals: Goal 7
- > Goal Objective: Objective 7.3 - Clean Air
- > Goal Description: Reduce transportation-related air pollutants, including and air toxics emissions.

Fund Codes:

- > CMAQ = Federal Congestion Mitigation Air Quality (CMAQ) improvement funds. The CMAQ program focuses on air quality improvements and funds eligible project that meet the criteria .
- > Local = General local funds provided by the lead agency as part of the required match.

Other

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



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

Formal Amendment
COST INCREASE
Minor Cost Increase

Lead Agency: TriMet		Project Type:	Transit		ODOT Key:	20849
Project Name: MAX Red Line Extension & Reliability Improvements		ODOT Type	Transit		MTIP ID:	71230
		Performance Meas:	Yes		Status:	6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight, etc.).		Capacity Enhancing:	Yes		Comp Date:	12/31/2023
		Conformity Exempt:	No		RTP ID:	10922
Short Description: Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.		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
		Flex Transfer to FTA	Yes		FTA Code	5307
		1st Year Program'd:	2018		Past Amend:	1
		Years Active:	4		OTC Approval:	No
		STIP Amend #:	TBD		MTIP Amnd #:	JN21-11-JUN
Detailed Description: In Beaverton and the Hillsboro area, extend the MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. At Gateway and at PDX Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport. This includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new ped/bike path to connect the existing and new platform, stations. This also includes new Light Rail Vehicles.						
STIP Description: Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track sections near Gateway/NE 99th Ave & PDX Airport, and construct new light rail bridge and Red Line station at Gateway along with a new pedestrian/bicycle path. This extension will increase capacity and improve the reliability of the entire MAX light rail system						

Past Amendments: Formal, August 2020 -AG21-01-AUG, ADD NEW PROJECT: The amendment adds full programming for the MAX Red Line Extension project to the 2021-24 MTIP.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (Transit =Final Engineering)	Right of Way	Construction	Other (Transit)	Total
Federal Funds								
STBG-U	Z230	2021		\$ 4,000,000				\$ 4,000,000
5309-SS	FF30	2021			\$ 950,000			\$ -
5309 SS	FF30	2021			\$ 2,608,462			\$ 2,608,462
FTA 5309-SS	FF30	2021				\$ 99,234,564		\$ -
FTA 5309 SS	FF30	2021				\$ 97,391,538		\$ 97,391,538
						\$ 4,946,372		\$ 4,946,372
							Federal Totals:	\$ 108,946,372
Federal Fund Obligations:								Federal Aid ID
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
							State Total:	\$ -
Local Funds								
Other	OTH0	2018					\$ 10,499,072	\$ 10,499,072
Local	Match	2021		\$ 457,818				\$ 457,818
Other	OTH0	2021		\$ 13,726,182				\$ 13,726,182
Local	Match	2021		-	\$ 950,000			\$ -
Local	Match	2021			\$ 2,608,462			\$ 2,608,462
Local	Match	2021				\$ 87,050,566		\$ -
Local	Match	2021				\$ 87,840,421		\$ 87,840,421
Local (CMAQ)	Match	2021				\$ 566,134		\$ 566,134
							Local Total	\$ 115,698,089
Phase Totals Before Amend:			\$ -	\$ 18,184,000	\$ 1,900,000	\$ 186,285,130	\$ 10,499,072	\$ 216,868,202
Phase Totals After Amend:				\$ 18,184,000	\$ 5,216,924	\$ 190,744,465	\$ 10,499,072	\$ 224,644,461
Year Of Expenditure (YOE):							\$	224,644,461

Programming Notes:

- (1) The Other phase with \$10,499,072 represents prior obligated project development expenditures
- (2) The total 5309 Small Starts grant totals \$100,000,000. The 5309 is reduced in the Construction phase to increase the ROW phase.
- (3) The total local matching funds towards the 5309 FTA grant include the following: ROW of \$2,608,462 + PE Local Other funds of \$13,726,182 + Project Development funds of \$10,499,072 + Construction phase match to 5309 of \$87,840,421 for a matching fund total of \$114,674,137. The STBG and CMAQ local matches are separate. Under Pre-Award Authority, local funds in PE and the Other phase for project development may count towards the 50% local match requirement.
- (4) The cost increase equals \$7,776,259 which equals a 3.5% increase to the project

Notes and Summary of Changes:

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

Amendment Summary:

The formal amendment adds the new CMAQ funds (and match) from Key 22188. The Max Red Line Extension project has been evaluated as a suitable substitute for the original Electric Bus purchase project in Key 22188. The project phase costs have been updated per TriMet's guidance as well. Including the CMAQ and Other phase project development local funding per FTA's direction increases the total project cost to \$224,644,461. The phase cost adjustments also includes a ROW phase cost increase as well. Without the project development costs, the project's total implementation costs are \$214,145,387.

> Will Performance Measurements Apply: Yes

RTP References:

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

> RTP Description: Capital construction to enable extension of Red Line service to the Hillsboro Airport/Fair Complex Station and improve reliability of the entire MAX light rail system. Project includes double-tracking and a new inbound Red Line station at Gateway Transit Center, double tracking at Portland Airport, upgrades to signals and switches along the alignment, and purchase of new light rail vehicles needed to operate the extension and needed storage capacity at Ruby Junction to house the new vehicles.

> Exemption Status: Project is not exempt. The Red Line extension is a capacity enhancing project and does not qualify as an exempt project per 40 CFR 93.126, Table 2 - Mass Transit.

> Capacity Enhancing/RTP Consistency Review:

- > 1. The new MAX Red Line Extension is identified in the Transit Modeling Network correctly up to the Fair Complex/Hillsboro Airport station.
- > 2. Applicable upgrades to the Red Line at Gateway and at PDX airport also are included in the transit model.
- > No action to the UPWP is required.

Fund Codes:

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

> STBG-U = Surface Transportation Block Grant - Urban funds allocated to Metro

CMAQ = Congestion Mitigation Air Quality (CMAQ) improvement funds which support projects that provide measurable air quality improvements

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

> Other = Local funds provided by the lead agency or another contributing agency that covers required phase costs above the required minimum match.

Other

> On NHS: No

> Metro Model: Yes, Transit Model

> Model category and type: Light Rail

> TCM project: No

Memo



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Date: June 17, 2021
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: June 2021 MTIP Formal Amendment & Resolution 21-5182 Approval Request

FORMAL AMENDMENT STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2021-24 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO COMPLETE THE REPROGRAMMING OF UNIFIED PLANNING WORK PROGRAM (UPWP) ANNUAL PROGRAM ESTIMATES IMPACTING METRO, PLUS AMEND, ADD, OR CANCEL SEVERAL PROJECTS IMPACTING ODOT AND TRIMET TO ADDRESS THEIR NEXT FEDERAL APPROVAL STEP (JN21-11-JUN)

BACKGROUND

What This Is:

The June 2021 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle which is contained in Resolution 21-5182 and being processed under MTIP Amendment JN21-11-JUN. The bundle contains a total of 23 projects.

What is the requested action?

JPACT approved Resolution 21-5182 on June 17, 2021 and is now providing their approval recommendation to Metro Council to approve Resolution 21-5182 consisting of twenty-three projects which will complete UPWP project grouping buckets reprogramming for Metro and complete required adjustments, additions, or cancelations to projects impacting ODOT and TriMet enabling them to obtain their next federal approval step.

Proposed June 2021 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: JN21-11-JUN Total Number of Projects: 23					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
UPWP Project Reprogramming Actions					
Project #1 Key 22160	71109	Metro	Safe Routes to Schools Program (FFY 2022)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2022 allocation year)	REPROGRAM PROJECT: Push out the UPWP SRTS project to FY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year.

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #2 Key 22161	71114	Metro	Safe Routes to Schools Program (FFY 2023)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2023 allocation year)	<u>REPROGRAM PROJECT:</u> Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year
Project #3 Key 22162	71110	Metro	Safe Routes to Schools Program (FFY 2024)	Promotes through planning, funding and outreach activities the ability for youth to safely, affordably and efficiently access school by walking, biking and transit. (FY 2024 allocation year)	<u>REPROGRAM PROJECT:</u> Push out the UPWP SRTS project to FFY 2025. When the UPWP is approved requiring the funds, they will be advanced to the applicable obligation year
Project #4 Key 22172	71105	Metro	Statewide Travel Survey	Contribution to statewide travel survey to inform travel forecasting models.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #5 Key 22163	71102	Metro	Transit Oriented Development (TOD) program (FFY 2022)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #6 Key 22164	71103	Metro	Transit Oriented Development (TOD) program (FFY 2023)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #7 Key 22165	71104	Metro	Transit Oriented Development (TOD) program (FFY 2024)	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments.	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #8 Key 22169	71124	Metro	TSMO Administration (FFY 2022)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	<u>REPROGRAM PROJECT:</u> Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.

Project #9 Key 22170	71125	Metro	TSMO Administration (FFY 2023)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #10 Key 22171	71126	Metro	TSMO Administration (FFY 2024)	Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #11 Key 22166	71115	Metro	TSMO Program Sub-allocation Funds (FFY 2022)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #12 Key 22167	71116	Metro	TSMO Program Sub-allocation Funds (FFY 2023)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #13 Key 22168	71117	Metro	TSMO Program Sub-allocation Funds (FFY 2024)	The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects that use technology and operations techniques to make existing transportation facilities operate more effective.	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program.
Project #14 Key 20886	70875	Metro	Transportation System Mgmt Operations/ITS (2021)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO	REPROGRAM PROJECT: Push out the UPWP planning project to FFY 2025 to avoid possible conflicts with the annual Obligation Targets program
End UPWP Related Project Amendments					
Project #15 Key 22431 New Project	TBD	ODOT	OR141/OR217 Curb Ramps	At various location on OR 141 (Hall Blvd) and SW 72nd Ave in the Tigard area, construct ADA compliant curbs and ramps	ADD NEW PROJECT: The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.

Project #16 Key 22432	TBD	ODOT	US30BY Curb Ramps	At various location on US30 Bypass in the NE Portland area, construct ADA compliant curbs and ramps.	<u>ADD NEW PROJECT:</u> The formal amendment adds the new ADA safety improvement project to the MTIP. OTC approval during January authorized the funds in support of required ADA improvements.
Project #17 Key 21616	71170	ODOT	OR99W: OR217 -SW Sunset Blvd & US30B: Kerby-162nd Ave OR99W:N Schmeer Rd-SW Meinecke Pkwy & US30B: Kerby-165th Ave	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	<u>LIMITS CORRECTION:</u> The formal amendment updates the project name based on revised project limits MPs to match the approved charter when CMR-00 was processed. The limits are adjusted significantly, but the scope remains unchanged.
Project #18 Key 20884	70875	Metro	Transportation System Mgmt Operations/ITS (2019)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee	<u>SPLIT/COMBINE PROJECT:</u> The formal amendment commits the remaining funds in this TSMO PGB to ODOT's new ATC project (included in this amendment bundle). As a result, Key 20884 is now zero programmed
Project #19 Key 20885	70875	Metro	Transportation System Mgmt Operations/ITS (2020)	Provide strategic and collaborative program management including coordination of activities for TransPort TSMO committee	<u>SPLIT/COMBINE PROJECT:</u> The formal amendment splits \$233,747 of STBG and required match to ODOT's new ATC project (included in this amendment bundle).. The programming years are being pushed-out to FY 2025 as well to avoid conflicts with the Obligation Targets program.
Project #20 Key TBD New Project	TBD	ODOT	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy	Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at various locations in Region 1	<u>ADD NEW PROJECT:</u> The formal amendment adds the new Metro TSMO awarded project to the 2021-24 MTIP. The funding award originates from the Metro 2019-21 TSMO funding call. Specific STBG funding is being split off from Keys 20884 and 20885
Project #21 Key 21800	71200	ODOT	I-84: NE Martin Luther King Jr Blvd - I-205	Design for a future pavement resurfacing project to repair ruts and surface wear.	<u>CANCEL PROJECT:</u> The amendment cancels the project. The latest review indicated the surface is in better condition than anticipated allowing the project to be delayed until the next STIP cycle.
Project #22 Key 22188	71217	TriMet	Electric Bus Purchase (Metro Fund Exchange)	Electric Bus Purchase (Metro Fund Exchange)	<u>CANCEL PROJECT:</u> The formal amendment cancels the project from the MTIP and shifts the funds over to the TriMet MAX Red Line Extension project in Key 20849

Project #23 Key 20849	71230	TriMet	MAX Red Line Extension & Reliability Improvements	Extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway.	<u>COST INCREASE:</u> The CMAQ funds from Key 22188 are added to the project. The project phase costs have been updated as well. Overall, the cost increase is minor at only 3.5%
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AMENDMENT BUNDLE SUMMARY:

The June 2021 Formal MTIP Amendment bundle continues the UPWP pre-positioned project grouping buckets (PGB) reprogramming out to FFY 2025 to avoid future conflicts the annual Obligation Targets program. UPWP PGBs reprogrammed as part of the June Formal Amendment bundle include:

- Safe Routes to Schools (SRTS) PGBs (FFY 2022 through FY 2024) (3 projects)
- FFY 2022 State Travel Survey (1 project)
- Transit Oriented Development (TOD) program (FFY 2022 through FFY 2024) (3 projects)
- TSMO Administration (FFY 2022 through FFY 2024) (3 projects)
- TSMO Program Sub-allocation Funds (FFY 2022 through FFY 2025) (3 projects)
- Transportation System Mgmt Operations/ITS (FFY 2021) (older allocation -1 project)

Total number of UPWP pre-positioned PGBs being re-programmed: 14

The remaining projects in the bundle are the standard changes required for the end of federal year phase obligations or federal approval steps. Five projects belong to ODOT and included amendments, adding new projects, or canceling projects. Two projects are Metro Transportation System Management and Operations (TSMO) PGBs supporting the new ODOT Advance Traffic Control Upgrade and Deployment project.

The final two amended projects involve two TriMet projects. The first involves canceling the planned Electric Bus purchase. The cancelation results from infeasible procurement timing during FY 2023 to purchase the buses. Because the project funding is federal CMAQ and has an obligation shelf-life lapse of the end of FFY 2023, Metro worked with TriMet for a suitable substitute that FHWA would approve. A review and submission to FHWA of the TriMet MAX Red Line Extension project in Key 20849 proved to be a satisfactory substitute for the Bus Purchase. As part of the amendment bundle, The CMAQ funds are being removed from the Bus Purchase project in Key 22188 and re-programmed to the MAX Red Line Extension project in the Construction phase for a planned obligation before the end of FFY 2021.

The total number of projects within the June 2021 Formal MTIP Amendment is 23.

A detailed summary of the UPWP projects being reprogrammed out to FFY 2025 are listed below. They are grouped together based on their purpose and funding categories.

Projects 1-3:		Safe Routes to Schools Program (FFY 2022) Safe Routes to Schools Program (FFY 2023) Safe Routes to Schools Program (FFY 2024)		UPWP Related
Lead Agency:	Metro			
ODOT Key Number:	22160	MTIP ID Number:	71109	
	22161		71114	
	22162		71110	
Projects Description:	Project Snapshot:			
	• <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> The project grouping bucket (PGB) is an ongoing Metro UPWP planning effort to achieve a region where all kids and youth are able to safely, affordably, and efficiently access school and their community by walking, biking, and transit. The Metro SRTS Program promotes collaboration between SRTS practitioners, provides technical assistance to support new & existing programs, and supports the growth of sustainable funding for SRTS. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Reprogram FFY 2022 UPWP allocation out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding for the SRTS program is Surface Transportation Block Grant (STBG) funds allocated to Metro • <u>FTA Conversion Code:</u> 5307. The funding normally will be flex-transferred to FTA to obligate and expend the funds for SRTS program • <u>Location, Limits and Mile Posts:</u> - o Location: MPO Region wide - o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The projects are not defined at this time. However, as planning projects, they will be considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and are exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A			

	• <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021.																														
What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u> The formal amendment reprograms the project tout to FFY 2025 to avoid conflicts with the annual Obligation Targets. Metro is completing this for the UPWP STBG funded prepositioned project grouping buckets to ensure fund lapses do not occur.																														
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.																														
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.																														
Total Programmed Amount:	<table><tr><th colspan="6">Programming remains unchanged for the identified projects</th></tr><tr><th>Key</th><th>Prior Programmed Year</th><th>New Programmed year</th><th>Federal STBG</th><th>Match</th><th>Total</th></tr><tr><td>22160</td><td>2022</td><td>2025</td><td>\$530,450</td><td>\$60,712</td><td>\$591,162</td></tr><tr><td>22161</td><td>2023</td><td>2025</td><td>\$546,364</td><td>\$62,534</td><td>\$608,898</td></tr><tr><td>22162</td><td>2024</td><td>2025</td><td>\$562,754</td><td>\$64,410</td><td>\$627,164</td></tr></table>	Programming remains unchanged for the identified projects						Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22160	2022	2025	\$530,450	\$60,712	\$591,162	22161	2023	2025	\$546,364	\$62,534	\$608,898	22162	2024	2025	\$562,754	\$64,410	\$627,164
Programming remains unchanged for the identified projects																															
Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total																										
22160	2022	2025	\$530,450	\$60,712	\$591,162																										
22161	2023	2025	\$546,364	\$62,534	\$608,898																										
22162	2024	2025	\$562,754	\$64,410	\$627,164																										
Added Notes:																															

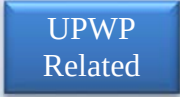
Project 4	Statewide Travel Survey		UPWP Related
Lead Agency:	Metro		
ODOT Key Number:	22172	MTIP ID Number:	71105
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Regional planning activity that provides a Contribution to statewide travel survey to inform travel forecasting models. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Reprogram funding to FFY 2025 • <u>Funding:</u> The funding is federal Step1 Regional Flexible Funding Allocation (RFFA) Surface Transportation Block Grant funds (STBG). • <u>Location, Limits and Mile Posts:</u> - o Location: MPO Region wide		

	- o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u> The formal amendment reprograms the project from its current allocation year to the MTIP’s unconstrained year of FFY 2025. The reprogramming purpose to avoid possible conflicts with the annual Obligation Targets program requirements.
Additional Details:	A formal MTIP amendment will be required to advance the approved funds to their specific year of obligation once they are identified in the applicable annual UPWP.
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving funds from a fiscally constrained year to unconstrained year requires a formal amendment.
Total Programmed Amount:	The project programming remains unchanged at \$390,059
Added Notes:	

Projects 5-7:	Transit Oriented Development (TOD) program (FFY 2022)			UPWP Related
	Transit Oriented Development (TOD) program (FFY 2023)			
	Transit Oriented Development (TOD) program (FFY 2024)			
Lead Agency:	Metro			
ODOT Key Number:	22163			71102
	22164		MTIP ID Number:	71103
	22165			71104
Projects Description:	Project Snapshot:			
	• <u>Metro UPWP Project:</u> Yes • Proposed improvements:			

	Partner with developers and local jurisdictions to attract private development near transit stations to reduce auto trips and improve the cost-effectiveness of regional transit investments. (FFY 2022 -24 allocation years) • <u>Source:</u> Existing projects. • <u>Amendment Action:</u> Reprogram to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Regional Flexible Fund Allocation (RFFA) Step 1 "Surface Transportation Block Grant (STBG) funds. • <u>Location, Limits and Mile Posts:</u> - o Location: Regional - o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning and Technical Studies • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u> The formal amendment reprograms the three UPWP TOD project grouping buckets out to FFY 2025. The action will eliminate possible conflicts with the development and execution of the annual Obligation Targets program. As each new UPWP is developed and approved, the required funds from each STBG UPWP bucket will be then advanced and combined into the designated project key for the Master Agreement list of UPWP projects.
Additional Details:	
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, moving a project to anon-constrained year in the MTIP requires a formal/full amendment complete.

Total Programmed Amount:	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	22163	2022	2025	\$3,495,507	\$400,076	\$3,895,583
	22164	2023	2025	\$3,600,373	\$412,079	\$4,012,452
	22165	2024	2025	\$3,708,384	\$424,441	\$4,132,825
Added Notes:						

Projects 8-10	TSMO Administration (FFY 2022) TSMO Administration (FFY 2023) TSMO Administration (FFY 2024)		
Lead Agency:	Metro		
ODOT Key Number:	22169 22170 22171	MTIP ID Number:	71124 71125 71126
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> The Regional Travel Options (RTO) program implements strategies to help diversify trip choices, reduce pollution and improve mobility. Source: Existing project. • <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> - o Location: MPO Region wide - o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JNP21-11-JUN		

	- o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021																								
What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u> The formal amendment completes reprograms the TSMO admin funds out to FY 2025 to avoid conflicts with the Obligation Targets program.																								
Additional Details:	The pre-positioned PGBs contain funding supporting TSMO program administrative needs. These buckets are separate from the TSMO buckets (Keys 22166, 22167, and 22168) that support award TSMO projects.																								
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.																								
Total Programmed Amount:	<table><tr><th>Key</th><th>Prior Programmed Year</th><th>New Programmed year</th><th>Federal STBG</th><th>Match</th><th>Total</th></tr><tr><td>22169</td><td>2022</td><td>2025</td><td>\$188,707</td><td>\$21,598</td><td>\$210,305</td></tr><tr><td>22170</td><td>2023</td><td>2025</td><td>\$194,369</td><td>\$22,246</td><td>\$216,615</td></tr><tr><td>22171</td><td>2024</td><td>2025</td><td>\$200,200</td><td>\$22,914</td><td>\$223,114</td></tr></table>	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total	22169	2022	2025	\$188,707	\$21,598	\$210,305	22170	2023	2025	\$194,369	\$22,246	\$216,615	22171	2024	2025	\$200,200	\$22,914	\$223,114
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Added Notes:																									

Projects 11-13	TSMO Program Sub-allocation Funds (FFY 2022) TSMO Program Sub-allocation Funds (FFY 2023) TSMO Program Sub-allocation Funds (FFY 2024)		UPWP Related
Lead Agency:	Metro		
ODOT Key Number:	22166 22167 22168	MTIP ID Number:	71115 71116 71117
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Keys 22166, 22167, and 22168 are Transportation System Management and Operations (TSMO) project grouping buckets (PGBs) The Metro (TSMO) program completes a periodic discretionary funding call and awards projects that support Intelligent Transportation System (ITS) improvements to the transportation network. Estimated revenues to be committed to specific projects are programmed in the MTIP and pre-position in their estimated allocation year. When funds are committed to specific projects, they are split off the PGB and programmed to the project. Note: Keys 22166, 22167, and 22168 contains funds awarded to specific TSMO projects. The TSMO administrative program buckets in Keys 2269, 22170, and 22171 support TSMO administrative functions such as staff salaries and are part of the UPWP program. • Source: Existing project.		

	• <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> - o Location: MPO Region wide - o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JNP21-11-JUN - o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021																								
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Added Notes:																									

Projects 14		Transportation System Mgmt Operations/ITS (2021)		UPWP Related
Lead Agency:	Metro			
ODOT Key Number:	20886	MTIP ID Number:	70875	
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> Yes • <u>Proposed improvements:</u> Key 20886 is an older Transportation System Management and Operations (TSMO) project grouping bucket (PGB). The Metro (TSMO) program completes a periodic discretionary funding call and awards projects that support Intelligent Transportation System (ITS) improvements to the transportation network. Estimated revenues to be committed to specific projects are programmed in the MTIP and pre-position in their estimated allocation year. When funds are committed to specific projects, they are split off the PGB and programmed to the project. Key 20886 and 20888 is an older TSMO/ITS revenue bucket. These will be one of the first buckets to split and commit funds to support awarded TSMO projects currently completing their required scoping actions. • Source: Existing project. • <u>Amendment Action:</u> Reprogram funds out to FY 2025 to avoid conflicts with the Obligation Targets program • <u>Funding:</u> The funding is federal Surface Transportation Block Grant (STBG) funds. • FTA Conversion Code: N/A • <u>Location, Limits and Mile Posts:</u> - o Location: MPO Region wide - o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 0 = No activity (for these program funds) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> N/A • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN			

	- o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021					
What is changing?	<u>AMENDMENT ACTION: REPROGRAM FUNDS</u> The formal amendment completes reprograms the TSMO project out to FY 2025 to avoid conflicts with the Obligation Targets program.					
Additional Details:						
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, shifting committed funds from constrained years into unconstrained years requires a formal/full amendment complete.					
Total Programmed Amount:	Key	Prior Programmed Year	New Programmed year	Federal STBG	Match	Total
	20886	2022	2025	\$1,801,828	\$206,277	\$2,008,105
Added Notes:						

End of UPWP reprogramming Actions

Projects 15:		OR141/OR217 Curb Ramps (NEW PROJECT)	
Lead Agency:	ODOT		
ODOT Key Number:	22431	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will construct ADA compliant curbs and ramps on OR 141 (Hall Blvd at two location between MP 2.57 to 7.07) and on SW 72nd Ave (between SW Beveland Rd to SW Varnes St) in the Tigard area. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new ADA safety improvement project to the 2021-24 MTIP. • <u>Funding:</u> Key 22431 will be federally funded. ODOT has not yet designated the specific programmatic fund type code to the project and is using the federal placeholder code of Advance Construction initially. While multiple federal fund type codes are possible that will fund the project, a possible federal conversion code of State STBG is be used (AC-STBGS) as the possible Advance Construction conversion code. • <u>Location, Limits and Mile Posts:</u> - o Location: On OR 141 (Hall Blvd at two locations and on SW 72nd Ave) - o Cross Street Limits: On SE 72nd Ave between SW Beveland Rd to SW Varnes St - o Overall Mile Post Limits: On OR 141 between MP 2.57 to MP 7.07		

- Current Status Code: 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.).
- Air Conformity/Capacity Status:
The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety, Projects that correct, improve, or eliminate a hazardous location or feature.
- Regional Significance Status: The project is considered Regionally Significant as it contains federal funds and is located on an arterial that is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network.
- Amendment ID and Approval Estimates:
 - o STIP Amendment Number: 21-24-0761
 - o MTIP Amendment Number: JN21-11-JUN
 - o OTC approval required: Yes. Funding approval for ADA improvements occurred at the OTC’s January 2021 meeting
 - o Metro approval date: Tentatively scheduled for July 8, 2021

AMENDMENT ACTION: ADD NEW PROJECT:

The formal amendment adds the new project to the 2021-24 MTIP based on the approval action by the Oregon Transportation Commission (OTC). Key 22431 is one of several projects that will be developed and funded by the OTC action. Below the table is the summary discussion from the OTC

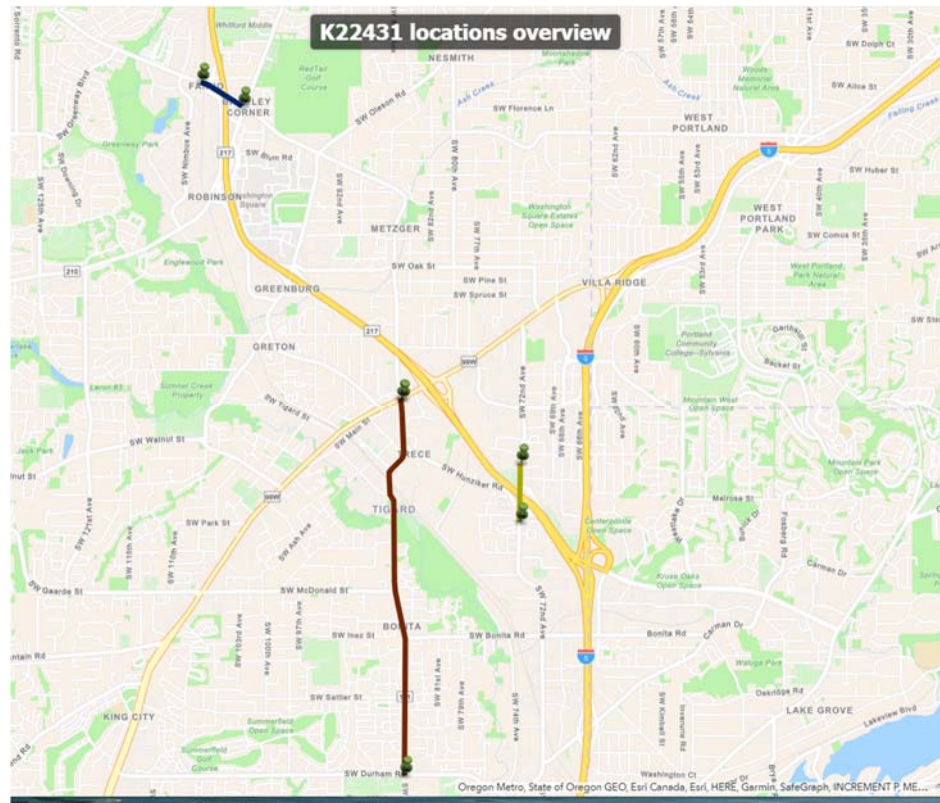
<i>Project/Program</i>	<i>Description</i>	<i>Amount</i>
<i>Tolling Development and Implementation</i>	<i>Fund NEPA and system development through 2022</i>	<i>\$60 million</i>
<i>Interstate Bridge Replacement Program</i>	<i>Fund program development through 2024</i>	<i>\$30 million</i>
<i>ADA 2020-2022 Projects</i>	<i>Complete ADA projects through first milestone</i>	<i>\$147 million</i>
<i>ADA 2022-2024 Projects</i>	<i>Complete ADA projects through remainder of 2021-2024 STIP</i>	<i>\$90 million</i>
<i>Total</i>		<i>\$327 million</i>

Summary Minutes from the January OTC 2021 Meeting:

Presentation:

ODOT Assistant Director for Finance and Compliance Travis Brouwer and ODOT Delivery and Operations Division Administrator Karen Rowe presented a [PowerPoint](#) on the 2021-2024 STIP investments. Brouwer gave an overview of the current proposed investments, which include \$60 million for tolling development and implementation, \$30 million for the Interstate Bridge Replacement Program, **and \$237 million for ADA curb ramps, for a total of \$327 in total funds needed.** However, only \$207 million in funding is anticipated from the federal government and the State Highway Fund. The \$120 million deficit would be borrowed from the Fix-It

What is changing?

	program in the 2024-2027 STIP, which was incorporated into the funding scenario approved by the commission last month. ODOT is requesting the commission move forward on funding \$147 million for ADA curb ramps at today's meeting to stay on track to meet the settlement agreement, then defer the remainder of the STIP amendment until the March meeting of the OTC. ODOT will bring back proposals that coordinate the use of additional state and federal STIP funding with COVID-19 relief funding. Rowe provided the background on the ADA settlement agreement, which requires ODOT to complete 7,770 ADA ramps by 2022. Since 2018, ODOT has completed 2,337 ramps, has 1,693 currently in construction, 5,370 in design, and is actively working to determine how to be more efficient and effective in order to reduce the overall cost. ODOT's goal is to improve project efficiency by 30% to 40% by 2023. Coordination is being done with cities and counties to combine projects, so all surface treatment projects receive ADA curb ramp upgrades at the same time. Brouwer requested the commission approve \$147 million in additional federal funding for the construction of ADA curb ramps in 2021 and 2022.
Additional Details:	Project Location Information 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for Key 22431 is \$2,736,658
Added Notes:	OTC approval was required and occurred during January 2021 meeting.

Projects 16: US30BY Curb Ramps (NEW PROJECT)	
Lead Agency:	ODOT
ODOT Key Number:	22432 MTIP ID Number: TBD
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will construct ADA compliant curbs and ramps on US30 Bypass in the NE Portland area. • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new ADA safety improvement project to the 2021-24 MTIP. • <u>Funding:</u> Key 22432 will be federally funded. ODOT has not yet designated the specific programmatic fund type code to the project and is using the federal placeholder code of "Advance Construction" initially. While multiple federal fund type codes are possible that will fund the project, a possible federal conversion code of State STBG is be used (AC-STBGS) as the possible Advance Construction conversion code. • <u>Location, Limits and Mile Posts:</u> - o Location: On US30 Bypass at various locations - o Approximate Cross Street Limits – 4 segments: ▪ From N Philadelphia Ave to NE Flaske Ave ▪ OR99W to OR99E ▪ OR99E to N MLK ▪ N. MLK to east of 162nd Ave - o Overall Mile Post Limits: On OR 30 Bypass between MP 1.28 to MP 14.76 • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <u>Air Conformity/Capacity Status:</u> The project is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety, Projects that correct, improve, or eliminate a hazardous location or feature. • <u>Regional Significance Status:</u> The project is considered Regionally Significant as it contains federal funds and is located on an arterial that is identified as a Pedestrian Parkway in the Metro Pedestrian modeling network.

- Approval Estimates:
 - o STIP Amendment Number: 21-24-0763
 - o MTIP Amendment Number: JN21-11-JUN
 - o OTC approval required: Yes. Funding approval for ADA improvements occurred at the OTC's January 2021 meeting
 - o Metro approval date: Tentatively scheduled for July 8, 2021

AMENDMENT ACTION: ADD NEW PROJECT:

The formal amendment adds the new project to the 2021-24 MTIP based on the approval action by the Oregon Transportation Commission (OTC). Key 22431 is one of several projects that will be developed and funded by the OTC action. Below the table is the summary discussion from the OTC

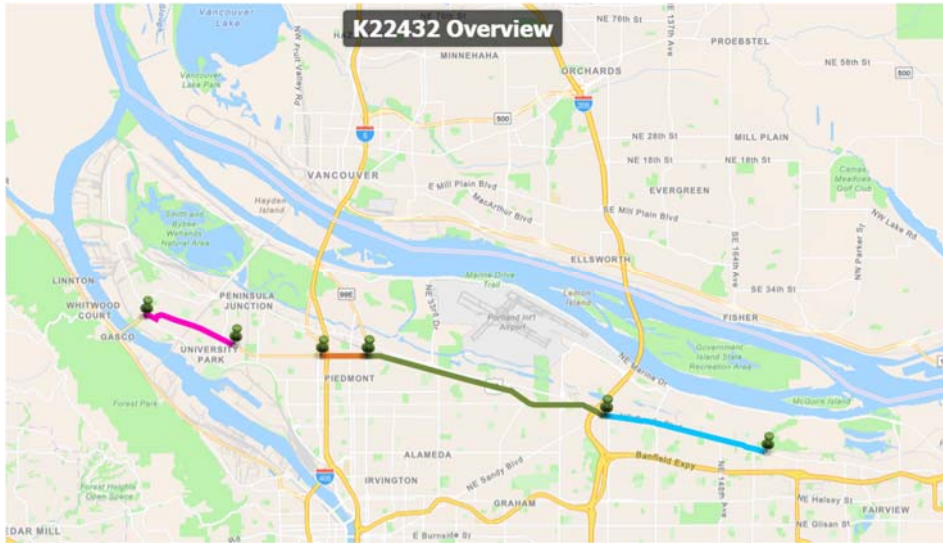
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<i>ADA 2020-2022 Projects</i>	<i>Complete ADA projects through first milestone</i>	<i>\$147 million</i>
<i>ADA 2022-2024 Projects</i>	<i>Complete ADA projects through remainder of 2021-2024 STIP</i>	<i>\$90 million</i>
<i>Total</i>		<i>\$327 million</i>

Summary Minutes from the January OTC 2021 Meeting:

Presentation:

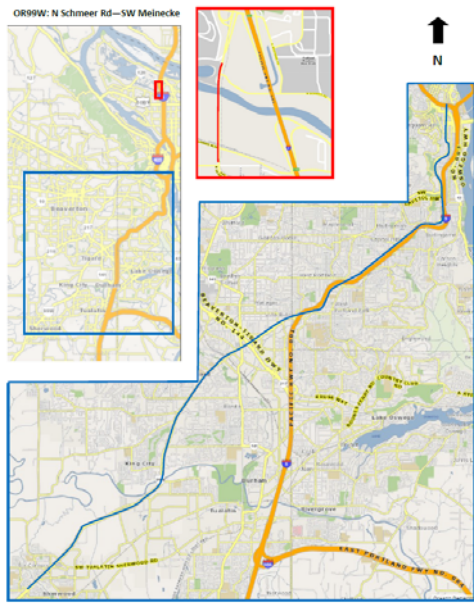
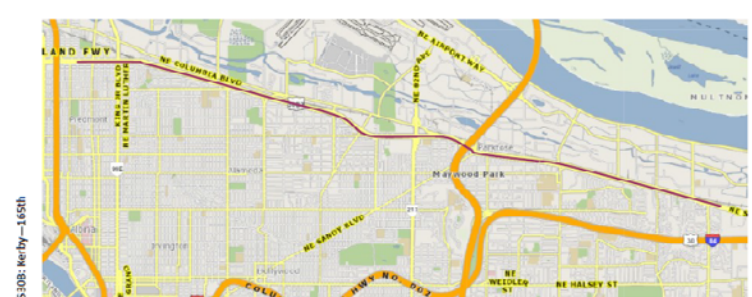
What is changing?

ODOT Assistant Director for Finance and Compliance Travis Brouwer and ODOT Delivery and Operations Division Administrator Karen Rowe presented a [PowerPoint](#) on the 2021-2024 STIP investments. Brouwer gave an overview of the current proposed investments, which include \$60 million for tolling development and implementation, \$30 million for the Interstate Bridge Replacement Program, **and \$237 million for ADA curb ramps, for a total of \$327 in total funds needed.** However, only \$207 million in funding is anticipated from the federal government and the State Highway Fund. The \$120 million deficit would be borrowed from the Fix-It program in the 2024-2027 STIP, which was incorporated into the funding scenario approved by the commission last month. **ODOT is requesting the commission move forward on funding \$147 million for ADA curb ramps at today's meeting** to stay on track to meet the settlement agreement, then defer the remainder of the STIP amendment until the March meeting of the OTC. ODOT will bring back proposals that coordinate the use of additional state and federal STIP funding with COVID-19 relief funding. Rowe provided the background on the ADA settlement agreement, **which requires ODOT to complete 7,770 ADA ramps by 2022. Since 2018, ODOT has completed 2,337 ramps, has 1,693 currently in construction, 5,370 in design, and is actively working to determine how to be more efficient and effective in order to reduce the overall cost.** ODOT's goal is to improve project efficiency by 30% to 40% by 2023. Coordination is being done with cities and counties to combine projects, so all surface treatment projects receive ADA curb ramp upgrades at the same

	time. Mr. Brouwer requested the commission approve \$147 million in additional federal funding for the construction of ADA curb ramps in 2021 and 2022.
Additional Details:	Project Location Information 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for Key 22432 is \$17,223,369
Added Notes:	OTC approval was required and occurred during January 2021 meeting.

Project 17:	OR99W: OR217 - SW Sunset Blvd & US30B: Kerby - 162nd Ave OR99W: N Schmeer Rd - SW Meinecke Pkwy & US30B: Kerby - 165th Ave		
Lead Agency:	ODOT		
ODOT Key Number:	21161	MTIP ID Number:	71170
Projects Description:	Project Snapshot: <u>Metro SFY 2022 UPWP Project:</u> No <u>Proposed improvements:</u> Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section. <u>Source:</u> Existing project. <u>Amendment Action:</u> Revise project MP limits and update project name as a result of adjusted limits		

	• <u>Funding:</u> Key 21161 is funded with federal Highway Safety Improvement Program funds. • <u>Location, Limits and Mile Posts:</u> - o Location: On OR99W and on US30 - o Cross Street Limits: N/A - o Overall Mile Post Limits: OR99W - -5.71 to 15.95 and on US30 from 5.60 to 14.70 • <u>Current Status Code:</u> 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety – Highway Safety Implementation Program. • <u>Regional Significance Status:</u> Regionally Significant project (federal funds + Major Arterial (in the Metro UGB)) • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: 21-24-0783 - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: LIMITS CORRECTION</u> The amendment corrects the milepost project limits based on the updated project charter. The limit changes are significant and result in a required adjustment to the project name. However, the project scope and programming costs remain unchanged.
Additional Details:	Project Location Information

	 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, project limit changes greater than 0.25 miles requires a via a formal/full amendment.
Total Programmed Amount:	Key 21161 total programming remains unchanged at \$2,495,795
Added Notes:	

Projects 18: Transportation System Mgmt Operations/ITS (2019)	
Lead Agency:	Metro
ODOT Key Number:	20884 MTIP ID Number: 70875
Projects Description:	Project Snapshot: <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project functions as a project grouping bucket (PGB) with federal funds that support Metro Transportation Systems Management and Operations (TSMO) project awards. When the projects are ready for MTIP and STIP programming, they are split from the bucket and committed to the specific TSMO project.

	• <u>Source:</u> Existing project. • <u>Amendment Action:</u> Splits off the remaining funds and commits them to ODOT's new Metro awarded TSMO ATC upgrade and deployment project (also part of this amendment bundle). • <u>Funding:</u> The PGB is federally funded with Surface Transportation Block Grant (STBG) funds. • <u>Location, Limits and Mile Posts:</u> - o Location: At various locations throughout Region 1 - o Cross Street Limits: N/A - o Overall Mile Post Limits: Multiple • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <u>Air Conformity/Capacity Status:</u> The PGB is considered a "non-capacity enhancing" project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> The PGB contains Regionally Significant TSMO projects as they contain federal funds and will be located on various arterials in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: SPLIT/COMBINE PROJECT:</u> The formal amendment splits off the remaining federal STBG funds (\$5,760) along with local matching funds and will combine them into ODOT's new Metro awarded TSMO Advance Traffic Controller (ATC) upgrade and deployment project. The total federal award for ODOT's project is \$239,507. The remaining needed federal funds will be split from Key 20885 and applied ODOT's new ATC project. As a result of the reduction to Key 20884, key 20884 is now "zeroed programmed" with all funds now committed to Metro awarded TSMO projects
Additional Details:	With all funds now programmed to other specific TSMO projects, Key 20884 is now considered "Completed" and will be removed from the MTIP during the new full MTIP Update.

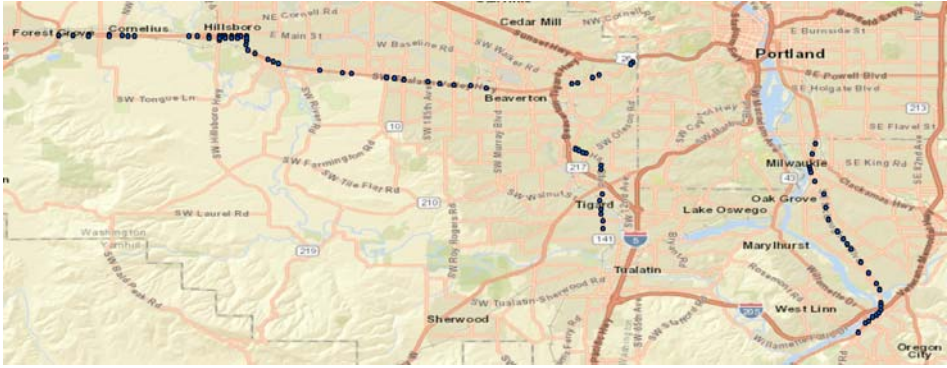
Why a Formal amendment is required?	While to funding split/combine actions can occur administratively, it is tied to the addition of the new ODOT ATC TSMO project. Therefore, it follows the formal amendment process as required for the new ODOT ATC project.
Total Programmed Amount:	The total programming amount for Key 20884 decreases from \$6,419 to \$0
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

Projects 19: Transportation System Mgmt Operations/ITS (2020)	
Lead Agency:	Metro
ODOT Key Number:	20885
	MTIP ID Number: 70875
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project functions as a project grouping bucket (PGB) with federal funds that support Metro Transportation Systems Management and Operations (TSMO) project awards. When the projects are ready for MTIP and STIP programming, they are split from the bucket and committed to the specific TSMO project. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Splits off \$233,747 of STBG funds (and required match) to support the new ODOT ATC project (see next project). The amendment also pushes-out the programming year to FY 2025 to avoid conflicts with the Obligation Targets program. • <u>Funding:</u> The PGB is federally funded with Surface Transportation Block Grant (STBG) funds. • <u>Location, Limits and Mile Posts:</u> - o Location: At various locations throughout Region 1 - o Cross Street Limits: N/A - o Overall Mile Post Limits: Multiple • <u>Current Status Code:</u> 7 = Construction activities or project implementation activities (e.g. for transit and ITS type projects) initiated. • <u>Air Conformity/Capacity Status:</u> The PGB is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects.

	• Regional Significance Status: The PGB contains Regionally Significant TSMO projects as they contain federal funds and will be located on various arterials in the Metro Motor Vehicle modeling network. • Amendment ID and Approval Estimates: - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: SPLIT/COMBINE PROJECT:</u> The formal amendment splits off \$233,747 of STBG along with local matching funds and will combine them into ODOT's new Metro awarded TSMO Advance Traffic Controller (ATC) upgrade and deployment project. The total federal award for ODOT's project is \$239,507. The remaining needed federal funds originate from Key 20884. The remaining funding years for Key 20885 also is pushed-out to FY 2025 to avoid conflicts with the Obligation Targets program.
Additional Details:	.
Why a Formal amendment is required?	While to funding split/combine actions can occur administratively, it is tied to the addition of the new ODOT ATC TSMO project. Therefore, it follows the formal amendment process as required for the new ODOT ATC project.
Total Programmed Amount:	The STBG programming amount for Key 20885 decreases from \$1,744,598. The total project revenues for the TSMO bucket decreases from \$1,944,275 to \$1,683,775
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

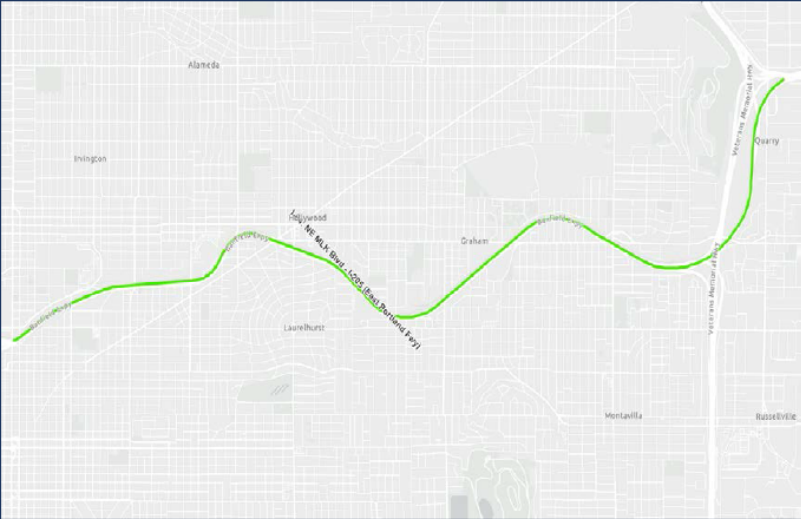
Projects 20:	Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy (NEW PROJECT)		
Lead Agency:	ODOT		
ODOT Key Number:	New - TBD	MTIP ID Number:	TBD
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will Purchase Advanced Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing at various locations in Region 1 • <u>Source:</u> New project. • <u>Amendment Action:</u> Add the new Metro awarded Transportation Systems Management and Operations (TSMO) project to the 2021-24 MTIP.		

	• <u>Funding:</u> The project is federally funded and will utilize Surface Transportation Block Grant (STBG) funds. The required STBG funds are split from Keys 20884 and 20885 and combined here into this project. • <u>Location, Limits and Mile Posts:</u> - o Location: At various locations throughout Region 1 - o Cross Street Limits: N/A - o Overall Mile Post Limits: Multiple • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Traffic control devices and operating assistance other than signalization projects. • <u>Regional Significance Status:</u> The project is considered Regionally Significant as it contains federal funds and is located on an various arterials in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: ADD NEW PROJECT:</u> The formal amendment adds the new project to the 2021-24 MTIP. The Advanced Traffic Controller (ATC): OR99E & Tualatin Valley Hwy project is one of four new ATC upgrade projects awarded through the Metro FY 2019-21 TSMO funding call. The project will deploy and install new Advance Transportation Controllers (ATCs, hardware and software) and converting the existing traffic signal timing to support the ongoing Next Generation Transit Signal Priority Project, for smarter signal priority at various locations throughout Region 1. Funding for the project is from Keys 20884 and 20885 which is being combined into the new project.
Additional Details:	

	Project Location Information 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, adding a new project to the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the new TSMO awarded project is \$266,920
Added Notes:	Metro approved the FY 2019-21 TSMO awards during January 2020.

Projects 21:	I-84: NE Martin Luther King Jr Blvd - I-205 (Cancel Project)		
Lead Agency:	ODOT		
ODOT Key Number:	21800	MTIP ID Number:	71200
Projects Description:	Project Snapshot: <u>Metro UPWP Project:</u> No <u>Proposed improvements:</u> The project was planned to complete the required design activities for a future pavement rehabilitation project to occur on I-84 from Martin Luther King Blvd east to the I-205 junction. <u>Source:</u> Existing project. <u>Amendment Action:</u> The latest review of the project limits and surface conditions indicated the pavement condition is not in as bad shape as anticipated. Therefore, ODOT is now recommending that the project delayed, removed from the MTIP and STIP, and then be re-added to the 2024-27 STIP. <u>Funding:</u> The project is federally funded with National Highway Performance Program (NHPP) funds. <u>Location, Limits and Mile Posts:</u> - o Location: On I-84 - o Cross Street Limits: MLK Blvd east to I-205 - o Overall Mile Post Limits: 0.40 to 7.12 (6.72 miles total)		

	• <u>Current Status Code:</u> 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Safety - Pavement resurfacing and/or rehabilitation. Additionally, only the Preliminary Engineering phase was programmed in the MTIP and STIP. Removing the funds and project through this amendment has no impact on air quality or mobility. • <u>Regional Significance Status:</u> The project is not considered regionally significant with only PE programmed. Once the full project was programmed, it would be considered Regionally Significant as it contains federal funds and is located on a “Throughway” in the Metro Motor Vehicle modeling network. • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: CANCEL PROJECT:</u> The formal amendment cancels the project and removes it from the MTIP and STIP. The focus of the PE design phase supports the future project that will improve ride quality, repair rutted and worn pavement, and provide a safe driving surface on a high-volume, urban interstate facility In November 2020 the IM program funding manager requested to delay this project to a future Statewide Transportation Improvement Program (STIP) cycle. The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update
Additional Details:	Project Location Information

	TOTAL ESTIMATED COST: \$1,000,000 LOCATION DETAILS COUNTY: Multnomah CITY: Portland HIGHWAY: I-84 Columbia River Highway ODOT MAP LINK GOOGLE MAP LINK 
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the I-84 rehab design project decreases from \$1,000,000 to \$0
Added Notes:	OTC approval was required. A copy of the OTC staff report follows this entry.



Oregon

Kate Brown, Governor

Oregon Transportation Commission

Office of the Director, MS 11

355 Capitol St NE

Salem, OR 97301-3871

DATE: March 23, 2021

TO: Kristopher W. Strickler
Director

FROM: Rian Windsheimer
Region 1 Manager

SUBJECT: Amend the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel *Interstate-84: Northeast Martin Luther King Junior Boulevard - Interstate-205* project.

Requested Action:

Approve amending the 2021-2024 Statewide Transportation Improvement Program (STIP) to cancel the *Interstate-84: Northeast Martin Luther King Junior Boulevard - Interstate-205* project.

STIP Amendment Funding Summary

Project/Funding Source	Current Funding	Proposed Funding
I-84: NE Martin Luther King Jr Blvd to I-205	\$1,000,000	\$0
State Interstate Maintenance Program	\$0	\$1,000,000
TOTALS	\$1,000,000	\$1,000,000

Project to be cancel:

I-84: NE Martin Luther King Jr Blvd to I-205 (KN 21800)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2021	\$1,000,000	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	N/A	\$0	\$0
TOTALS		\$1,000,000	\$0

Background:

In the 2021-2024 STIP, this project was originally awarded \$1,000,000 Fix-it Interstate Maintenance (IM) funds which includes the state match requirement.

The intent of the project was to design for a future pavement resurfacing project to repair ruts and surface wear.

In November 2020 the IM program funding manager requested to delay this project to a future Statewide Transportation Improvement Program (STIP) cycle.

March 23, 2021
Page 2

The reason for cancellation was due to the fact that the pavement along this segment of Interstate-84 is in better condition than expected. The IM Program manager recommends optimizing the current paving investment and postponing this project to the next STIP update.

\$620 in funds have been expended on the project. Journal entries are in process to remove the charges.

Project Timeline:

October 1, 2020 Project award approved in the 2021-2024 STIP
November 2020 Statewide IM program manager requested to delay project
February 2021 Region 1 Project delivery request to cancel project.

Options:

With approval, the project will be cancelled from the Statewide Transportation Improvement Program (STIP).

Attachments:

- Attachment 1 – Location & Vicinity Maps

Copies to:

Cooper Brown	Karen Rowe	Rian Windsheimer	Shelli Romero
Travis Brouwer	Mac Lynde	Tova Peltz	Chris Ford
Tom Fuller	Jeff Flowers	Ted Miller	Talena Adams
Lindsay Baker	Arlene Santana	Gabriela Garcia	Adriana Antelo
Jess McGraw	Alice Bibler	Justin Moderie	Amanda Sandvig
Jen Bachman			

Projects 22: Electric Bus Purchase (Metro Fund Exchange) (Cancel Project)	
Lead Agency:	TriMet
ODOT Key Number:	22188
	MTIP ID Number: 71217
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project was planned to purchase replacement electric buses for the TriMet bus fleet. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> Cancel the project from the MTIP. The planned procurement during federal fiscal year 2023 is now not feasible. The CMAQ funds now are being shifted to the TriMet MAX Red Line Extension. See next project. • <u>Funding:</u> The project is federally funded with Metro awarded Congestion Mitigation Air Quality (CMAQ). • <u>Location, Limits and Mile Posts:</u> - o Location: N/A - Regional

	- o Cross Street Limits: N/A – Transit procurement - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 1 = Pre-first phase obligation activities (IGA development, project scoping, scoping refinement, etc.). • <u>Air Conformity/Capacity Status:</u> The project is considered a “non-capacity enhancing” project from a roadway/motor vehicle improvement perspective and is exempt from air quality conformity analysis per 40 CFR 93.126, Table 2 – Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1. • <u>Regional Significance Status:</u> The project is considered regionally significant. • <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No - o Metro approval date: Tentatively scheduled for July 8, 2021
What is changing?	<u>AMENDMENT ACTION: CANCEL PROJECT:</u> The formal amendment cancels the project and removes it from the MTIP and STIP. The Electric Bus procurement originally was an approved Metro/TriMet fund exchange project committing the CMAQ fund in support of the electric bus procurement. However, TriMet determine the procurement could not occur in federal fiscal year (FFY) 2023 and would have to be delayed. The CMAQ funds have a shelf-life obligation expiration date of the end of FFY 2023. Therefore, delaying the project to FFY 2024 was not an acceptable option. The use and award of CMAQ funds are more complicated than other federal fund programs. First CMAQ is an air quality improvement program that contains funding that support projects that must clearly provide air quality improvement benefits. Second, each project proposed to use CMAQ funds must include an approved air quality emissions reduction analysis providing the specific air quality improvements. Third, the review and approval of CMAQ funds for a specific projects requires approval from the ODOT State CMAQ manager and FHWA. As a result of the extra reviews and approval steps, shifting CMAQ to another project is a lengthy and complicated process. The process is summarized in the TriMet MAX Red Line Extension project where the CMAQ funds will be committed.
Additional Details:	

Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO approved Amendment Matrix, canceling a project in the MTIP requires a formal/full amendment.
Total Programmed Amount:	The total programming amount for the electric bus purchase decreases from \$5,512,506 to \$0
Added Notes:	

Projects 23: MAX Red Line Extension & Reliability Improvements	
Lead Agency:	TriMet
ODOT Key Number:	20489
	MTIP ID Number: 71230
Projects Description:	Project Snapshot: • <u>Metro UPWP Project:</u> No • <u>Proposed improvements:</u> The project will extend MAX Red Line from Beaverton to Fair Complex/Hillsboro Airport, double track single track sections near Gateway/NE 99th Ave and at PDX Airport with reconfigured station, plus construct new light rail bridge and Red Line station at Gateway. • <u>Source:</u> Existing project. • <u>Amendment Action:</u> The formal amendment adds the CMAQ funds from Key 22188 and updates the phase costs. • <u>Funding:</u> The funding for the project includes a Federal Transit Administration (FTA) Section 5309 Small Starts grant, federal Surface Transportation Block Grant (STBG) funds, federal Congestion Mitigation Air Quality (CMAQ), and local funds. • <u>FTA Conversion Code:</u> 5307. • <u>Location, Limits and Mile Posts:</u> - o Location: Red Line light rail system - o Cross Street Limits: N/A - o Overall Mile Post Limits: N/A • <u>Current Status Code:</u> 6 = Pre-construction activities (pre-bid, construction management oversight, etc.). • <u>Air Conformity/Capacity Status:</u> The MAX Red Line Extension is considered a capacity enhancing project and completed its required air conformity analysis and modeling in the Metro Transit network for the Regional Transportation Plan (RTP) • <u>Regional Significance Status:</u> The project is regionally significant.

	• <u>Amendment ID and Approval Estimates:</u> - o STIP Amendment Number: TBD - o MTIP Amendment Number: JN21-11-JUN - o OTC approval required: No. - o Metro approval date: Tentatively scheduled for July 8, 2021.
What is changing?	<u>AMENDMENT ACTION: COST INCREASE</u> Upon review by Metro’s air quality planner, the State CMAQ Manager, and FHWA, the TriMet MAX Red Line Extension project was approved as a suitable substitute for TriMet’s canceled Electric Bus Purchase in Key 22188. Through this amendment, the CMAQ funds are being added to this project while Key 22188 is being canceled. As the project now forward towards the start of Construction, the phase costs are being updated as well in preparation for approval to obligate and expend the FTA 5309 Small Starts grant. Obligation approval is projected to occur before the end of FY 2021 (by September, 2021). The updated phase. The phase cost updates result in a minor cost increase to the project (in ROW and Construction). The cost increase totals \$7,776,259 which equals a 3.5% increase to the project.
Additional Details:	TriMet MAX Red Line Extension Overview  The map illustrates the TriMet MAX Red Line Extension route. It begins in Hillsboro at Hatfield Government Center and travels southeast through several stations: Hillsboro Central/SE 48th, Tuality Hospital/SE 8th, Washington/SE 12th, Fair Complex/Hillsboro Airport, Hawthorn Farm, Orenco, Quatana, Willow Creek/SW 185th Transit Center, Elmonica/SW 170th, Merlo/SW 158th, Beaverton Creek, Millikan Way, Beaverton Central, and Beaverton Transit Center. The route is shown as a solid blue line from Hillsboro to Hawthorn Farm, a dashed red line from Hawthorn Farm to Beaverton Central, and a solid blue line from Beaverton Central to Beaverton Transit Center. A legend indicates that the dashed red line represents the 'MAX Red Line Extension'. An arrow points from Beaverton Transit Center towards 'TO CITY CENTER'.

	
Why a Formal amendment is required?	The process to shift CMAQ to a suitable substitute normally requires a full/formal amendment to complete due to the multiple reviews and approval steps required.
Total Programmed Amount:	Including the project development funding for the project as part of the cost, Key 20849 increases from \$216,868,202 to \$224,644,461 which equals a 3.5% increase to the project.
Added Notes:	Two attachments are included: 1. A Better Red Fact Sheet 2. MAX Red Line CMAQ Air Quality Emission Reduction Analysis

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

METRO REQUIRED PROJECT AMENDMENT REVIEWS

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

- Verification as required to programmed in the MTIP:
 - Awarded federal funds and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
 - Passes the RTP consistency review: Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP

- o 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:
 - o Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
 - o Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - o Is eligible for special programming exceptions periodically negotiated with USDOT.
 - o 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.
- MPO responsibilities completion:
 - o Completion of the required 30 day Public Notification period:
 - o Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - o Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

ODOT-FTA-FHWA Amendment Matrix	
Type of Change	
FULL AMENDMENTS	
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized	
2. Major change in project scope. Major scope change includes:	
• Change in project termini - greater than .25 mile in any direction	
• Changes to the approved environmental footprint	
• Impacts to AQ conformity	
• Adding capacity per FHWA Standards	
• Adding or deleting worktype	
3. Changes in Fiscal Constraint by the following criteria:	
• FHWA project cost increase/decrease:	
• Projects under \$500K – increase/decrease over 50%	
• Projects \$500K to \$1M – increase/decrease over 30%	
• Projects \$1M and over – increase/decrease over 20%	
• All FTA project changes – increase/decrease over 30%	
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.	
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS	
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)	
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3	
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.	
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)	
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.	
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)	
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.	

APPROVAL STEPS AND TIMING

Metro's approval process for formal amendment includes multiple steps. The required approvals for the June 2021 Formal MTIP amendment (JN21-11-JUN) will include the following:

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Initiate the required 30-day public notification process..... | June 1, 2021 |
| • TPAC notification and approval recommendation..... | June 4, 2021 |
| • JPACT approval and recommendation to Council..... | June 17, 2021 |

- Completion of public notification process..... June 30, 2021
- **Metro Council approval..... July 8, 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 (The below time line is an estimation only):

- | <u>Action</u> | <u>Target Date</u> |
|---|--------------------|
| • Amendment bundle submission to ODOT for review..... | July 15, 2021 |
| • Submission of the final amendment package to USDOT..... | July 15, 2021 |
| • ODOT clarification and approval..... | Late July, 2021 |
| • USDOT clarification and final amendment approval..... | Early August, 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 21-5182 on June 17, 2021 and is now providing their approval recommendation to Metro Council to approve Resolution 21-5182 consisting of twenty-three projects which will complete UPWP project grouping buckets reprogramming for Metro and complete required adjustments, additions, or cancelations to projects impacting ODOT and TriMet enabling them to obtain their next federal approval step.

- TPAC Approval Date: June 4, 2021
- JPACT Approval Date: June 17, 2021

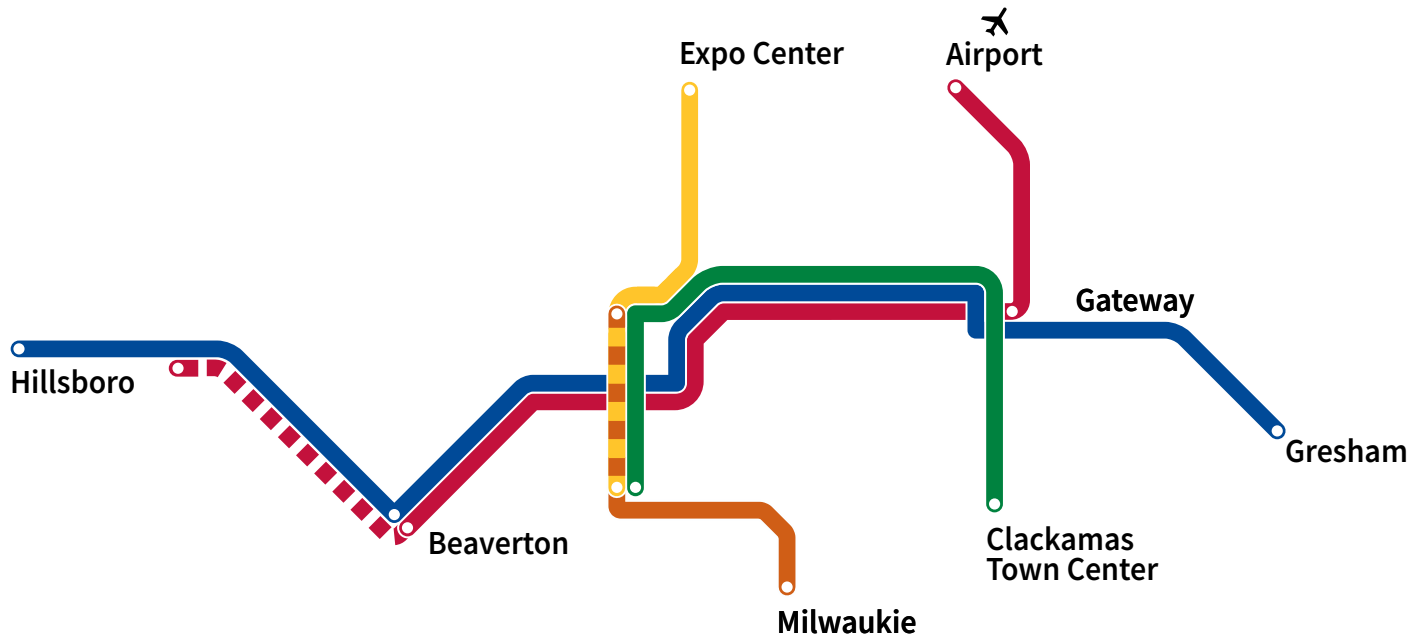
Attachments: 2

1. A Better Red Fact Sheet
2. MAX Red Line CMAQ Air Quality Emission Reduction Analysis

A BETTER RED



A Better Red extends MAX Red Line west to serve 10 more stations and improves schedule reliability for the entire MAX system.



More service

Extending the MAX Red Line west allows more people to enjoy a one-seat ride to Portland International Airport and other destinations. The extension improves MAX frequency at 10 stations in Beaverton and Hillsboro:

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

Improved reliability

MAX Red Line has two single-track sections, near Gateway and Portland International Airport, where trains traveling in opposite directions have to take turns. These bottlenecks affect schedule reliability for the entire MAX system, which has grown substantially since the Red Line was constructed. Adding a second track in these sections will improve service for all riders.

New connections for people biking and walking

Near the new tracks at Gateway and Portland International Airport, new multi-use paths will create more options for accessing transit, getting around on foot, bike, scooter and other mobility devices, and better access for emergency services.

Improvements to be constructed in three areas

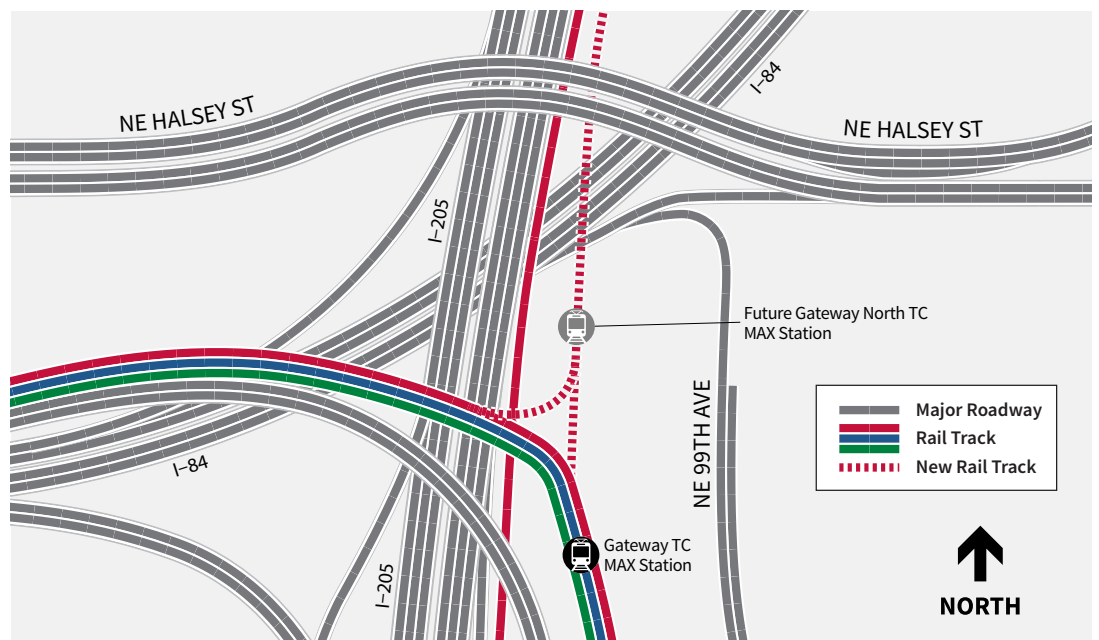
At Fair Complex/Hillsboro Airport MAX Station

Crews will work on signals and switches in the existing trackway, and build a new walkway and break facility for MAX operators.



At Gateway/NE 99th Ave Transit Center

A new MAX station platform will be constructed about 500 feet north of the existing transit center. This new platform will serve Red Line trains coming from Portland International Airport only. All other trains will continue to serve the existing platforms.



Conceptual rendering subject to change



Two new bridges will be constructed to accommodate the second track:

- ▶ Spanning existing MAX track and I-205 Multi-Use Path adjacent to Gateway Green Park.
- ▶ Spanning Interstate 84 and Union Pacific Railroad tracks.

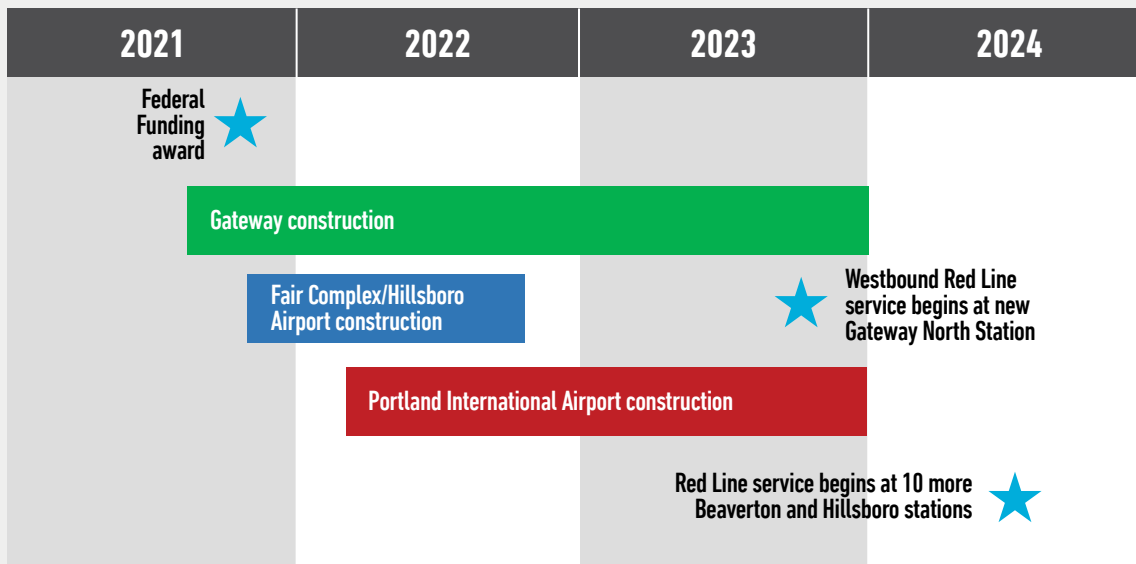
A new pathway will connect the new platform with the existing platforms and bus stops., and extend north on the new bridge over I-84, into Gateway Green Park.

At Portland International Airport

The second track will be constructed adjacent to the existing track, along with a new multi-use path between the MAX station and NE 82nd Way.



ESTIMATED PROJECT SCHEDULE



What to expect during construction

Construction information will be updated regularly at trimet.org/betterred. Some things to expect include:

- ▶ Closure of some Park & Ride spaces at Fair Complex/Hillsboro Airport Station and Gateway/NE 99th Ave Transit Center
- ▶ MAX service interruptions, with shuttle buses connecting stations
- ▶ Various lane closures, including nighttime lane closures on I-84
- ▶ Weekend closures of I-84
- ▶ Construction staging in a small portion of Gateway Green Park
- ▶ Short-term closure of I-205 Multi-Use Path adjacent to Gateway Green Park

- ▶ Daytime pile driving adjacent to I-84 at Gateway
- ▶ Nighttime and weekend construction activity

Economic benefits

In addition to extending MAX service and improving system reliability, the project is expected to create up to 1,200 jobs for the region. The project has a goal of awarding 19 percent of the design funding and 20 percent of the construction funding to Disadvantaged Business Enterprise (DBE) firms, supporting businesses owned by people of color and women.

Learn more at trimet.org/betterred/benefits

Contact

Questions about the Better Red project? Visit trimet.org/betterred to learn more. Or, call 503-962-2150. Email us: betterred@trimet.org.

Available in other formats

INSTRUCTIONS			
Review ODOT's CMAQ Guidelines for allowable project types and eligibility (ODOT allows fewer project types than FHWA)			
<u>ODOT CMAQ Guidelines</u>			
PROJECT INFORMATION			
Project Title	MAX Red Line Extension		
MPO (if Applicable)	Metro	STIP #	20849
Agency (applicant)	TriMet		
Address	1800 SW 1 st Avenue, Suite 300, Portland, Oregon		
Primary Contact	David Unsworth		
Telephone	503-720-6091	Public-Private Partnership? Y/N	N
Email	unsworl@trimet.org		
Responsible Agency	TriMet		
Project Location (City)	City of Portland (Portland Airport) to Fair Complex/Hillsboro Airport (Washington County)		
Project Delivery	Certified Agency: X SFLP (non MPO) _____ ODOT Delivered _____		
PROJECT CATEGORY (Applicant Certifies by checking box that Project meets requirements as outlined in ODOT CMAQ Guidelines)			
☒	Public Transportation Improvements	☐	Traffic Flow Improvements for Congestion Reduction
☐	Transp. Options Strategies	☐	Vehicle and Fuel Efficiency Efforts
☐	Pedestrian/Bicycle Infrastructure	☐	Road Dust Mitigation (PM10 areas only)
☐	ITS for Congestion Reduction	☐	Project is a TCM
Infrastructure project is on a: __Roadway, __Bikeway or Sidewalk, __X__Transit, __Other			
Non-Infrastructure Project includes: __Operating Assistance, __Outreach/Education			
PROJECT LOCATION			
Street(s) Name (or Nearest Street): Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Functional Class: High Capacity Transit, Fixed Guideway – Light Rail	
Cross Streets, Termini: Portland Airport to Fair Complex/Hillsboro Airport Station (Hillsboro)		Total Length: Before extension: 20 miles After extension: 28 miles	

DETAILED COST ESTIMATE / SCHEDULE						
[Provide cost, including match, for eligible components. Use additional sheets for detailed estimate]						
Phase	Program FYs (beginning and completion)	Other Federal _____	CMAQ	Local	non Fed _____	Total
Project Development						
Design/ Engineering	FFY 2019, 2020 & 2021	\$4,000,000		\$14,184,000		\$18,184,000
Right of Way	FFY 2021	\$2,608.462		\$2,608,461		\$5,216,923
Construction	FFY 2021, 2022, 2023 & 2024	\$97,391,538	\$4,946,372 (FFY2022)	\$86,465,539		\$188,805,448
Operating Assistance (if applicable)						
Other						
Totals		\$103,999,999	\$4,946,372	\$103,258,000		\$212,204,371
Duration of Project Funding (Years): 4 years (opening in 2024) Expected first year of billing: FFY2021 (NOTE: detailed cost estimate as of late April 2021. Refinements to this estimate will get finalized in mid-May and will be included in the MTIP and STIP amendment to occur after approval)						
Detail any CMAQ ineligible components and how they are funded. Provide source of all local/non-federal funds						
The extension of the light rail and the operational realignment at the Gateway station are eligible activities under the federal and state CMAQ eligibility requirements/guidelines. Nearly half of the MAX Red Line Extension and Reliability Improvement project is being funded with local dollars as well as funding contributions from Metro (\$4M in STBG and \$4,946,372 from CMAQ.) The remaining portion of the project is funded through the FTA Capital Investment Grant (CIG) program.						
PROJECT NARRATIVE						
The MAX Red Line Extension and Reliability Improvement Project is comprised of two major components. On the westside, in Beaverton and the Hillsboro area, the project will extended the MEX Red Line its current terminus from Beaverton to Fair Complex/Hillsboro Airport station resulting in the Red Line accessing existing 10 Blue Line station stops including Beaverton Central, Milikan Way, Beaverton Creek, Merlo, SW 158th, El Monica/SW170th, Willow Creek, SW 185th Transit Center, Quatama, Orenco, Hawthorn Farm and Rail Complex/Hillsboro Airport. On the eastside, at Gateway and at PDX Airport, the project will double track single track sections near Gateway/NE 99th Ave and at PDX Airport. The double track work includes track, switch, and signalization work; construction of an operator break facility at the Fair Complex/ Hillsboro Airport Station and construction of a new light rail bridge and Red Line station at Gateway along with a new pedestrian and bike path to connect the existing and new platform, stations. The purchase of new light rail vehicles is included as part of the project to address the extension of service.						

EMISSIONS REDUCTIONS

The Metro transportation model and the EPA approved emissions model MOVES2014a are the primary tools used in the analysis of emissions benefits for the MAX Red Line Extension and Reliability Improvements Project. The transportation model provides forecast travel volumes for opening year conditions in a build and no-build scenario for the MAX Red Line Extension and Reliability Improvements. The travel demand model accounts for land use, population, and employment to inform and generate trips and vehicle miles traveled information by link. The information on the travel forecast volumes, estimated trip shifting, origin and destination, and other related modeled travel details are then used as inputs into the MOVES2014a emissions model to help determine the amount of air pollution produced (by individual pollutant) from mobile sources of emissions. The differences between a build and no-build scenario, which looks at mobile source emissions based on conditions of whether the project is built or not built, help to determine whether there is an emission reduction benefit as a result of the project. Further details regarding the transportation modeling and emissions analysis for the MAX Red Line Extension and Reliability Improvements Project can be found as part of the supplemental materials.

The results are modeled estimates of emissions reductions are for the MAX Red Line Extension and Reliability Improvements for the opening year of service (2024).

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

VOC	.72	CO	18.74
NOx	2.41	PM10	N/A
PM2.5	N/A	CO2	N/A

Duration of PM10 & CO Benefit Permanent Years

SUPPORTING INFORMATION

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

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

SUBMISSION

Submitted By:	Grace Cho, Metro, Senior Transportation Planner	Date:	May 5, 2021
	Name and Title		

Submit Completed Application to:

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

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

Agenda Item No. 4.1

Resolution No. 21-5193, For the Purpose of Ratifying the 2021-2025 Collective Bargaining Agreement between AFSCME 3580 and Metro
Resolutions

Metro Council Meeting & Work Session
Thursday, July 08, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF RATIFYING THE 2021-	)	RESOLUTION NO. 21-5193
2025 COLLECTIVE BARGAINING	)	
AGREEMENT BETWEEN AFSCME 3580 AND	)	Introduced by Marissa Madrigal, Chief
METRO.	)	Operating Officer, in concurrence with
	)	Council Lynn Peterson

WHEREAS, Metro's designated representatives for labor relations have negotiated in good faith with AFSCME Local 3580 ("the Union"); and

WHEREAS, Metro's designated representatives for labor relations and the Union's designated bargaining representatives have reached a signed tentative agreement for a four year collective bargaining agreement; and

WHEREAS, the Union membership has duly ratified the tentative agreement; and

WHEREAS, Metro's designated representatives recommend and support ratification by the Council;

Now Therefore

BE IT RESOLVED that the Metro Council hereby ratifies the tentative agreement attached to this resolution as Exhibit A.

ADOPTED by the Metro Council this 8th day of July, 2021.

Shirley Craddick, Deputy Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 21-5193 FOR THE PURPOSE OF RATIFYING THE 2021-2025 COLLECTIVE BARGAINING AGREEMENT BETWEEN AFSCME 3580 AND METRO.

Date: July 8, 2021

Prepared by: Elizabeth Arnott, Labor and Employee Relations Program Supervisor

BACKGROUND

This resolution is submitted to ratify the contract between AFSCME 3580 and Metro for the period July 1, 2021 through June 30, 2025. Total current membership in AFSCME 3580 is 349 employees. This four-year agreement contains the following key economic elements:

I. Wages - Cost-of-Living Adjustments:

- a. Upon ratification, a 1.74% cost of living adjustment will be made to the wage schedule.
- b. Effective the pay period including July 1, during the term of the agreement, wages will be increased by the following amounts: 2022 – 2%, 2023 – 2.5%, 2024 – 2.5%.
- c. Upon ratification, the cost of living will be added to Step 1 of the first pay range of the contract's pay schedule for each year and the remainder of the schedule will be developed maintaining an approximate spread of 5% between steps and ranges.

II. Wages – Grade Adjustments:

- a. 28 classifications were re-graded, with the plan to increase the minimum wage for AFSCME 3580 employees at Metro to \$20 (from \$16) at Metro by July 1, 2022. Variable hour status positions in these classifications will also see a wage increase.

III. Retirement

- a. Metro will pay the 6% Individual Account Plan (IAP) contribution for all PERS eligible AFSCME employees. AFSCME employees who were paying their own 6% IAP contribution previously will see a 6% increase in take home pay beginning with the June 28 pay period.
- b. All employees can request a one-time cash out of up to 80 hours of vacation until Dec. 31, 2021.

IV. Time Off

- a. Formally added Juneteenth as a paid holiday.
- b. Expanded sick leave to include both physical and mental illness.
- c. Removed discipline related to excessive sick leave abuse.
- d. Expanded bereavement leave to include immediate family as defined by the employee (family of choice).

IV. Additional Provisions:

- a. The parties have agreed to develop the following organization-wide policies with Union input: Inclement Weather, Bi-Lingual Pay, Parking, Transportation, Remote Work. The parties have agreed that the effects of such policies will be bargained.

ANALYSIS/INFORMATION

1. Known Opposition: none

2. Legal Antecedents: Previously ratified AFSCME 3580 and 3580-1 collective bargaining agreements.

3. Anticipated Effects: Metro operations will continue uninterrupted.

4. Budget Impacts: The 21-22 Adopted Budget was finalized prior to the ratification of the agreement. If budgetary changes are necessary, they will be presented to the Metro Council for consideration later in the fiscal year.

RECOMMENDED ACTION

The Chief Operating Officer recommends approval of the resolution

Agenda Item No. 5.1

Ordinance No. 21-1463, For the Purpose of Annexing to the Metro District Boundary
Approximately 9.78 Acres Located West of SW Roy Rogers Road in Tigard

Ordinances (Second Reading)

Metro Council Meeting & Work Session

Thursday, July 08, 2021

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ANNEXING TO THE	)	ORDINANCE NO. 21-1463
METRO DISTRICT BOUNDARY	)	
APPROXIMATELY 9.78 ACRES LOCATED	)	Introduced by Chief Operating Officer
WEST OF SW ROY ROGERS ROAD IN	)	Marissa Madrigal with the Concurrence of
TIGARD	)	Council President Lynn Peterson

WHEREAS, Riverside Homes, LLC has submitted a complete application for annexation of 9.78 acres located west of SW Roy Rogers Road in Tigard (“the territory”) to the Metro District; and

WHEREAS, the Metro Council added the Tigard River Terrace area to the 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 June 10, 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 May 20, 2021, attached and incorporated into this ordinance.

ADOPTED by the Metro Council this 8th day of July 2021.

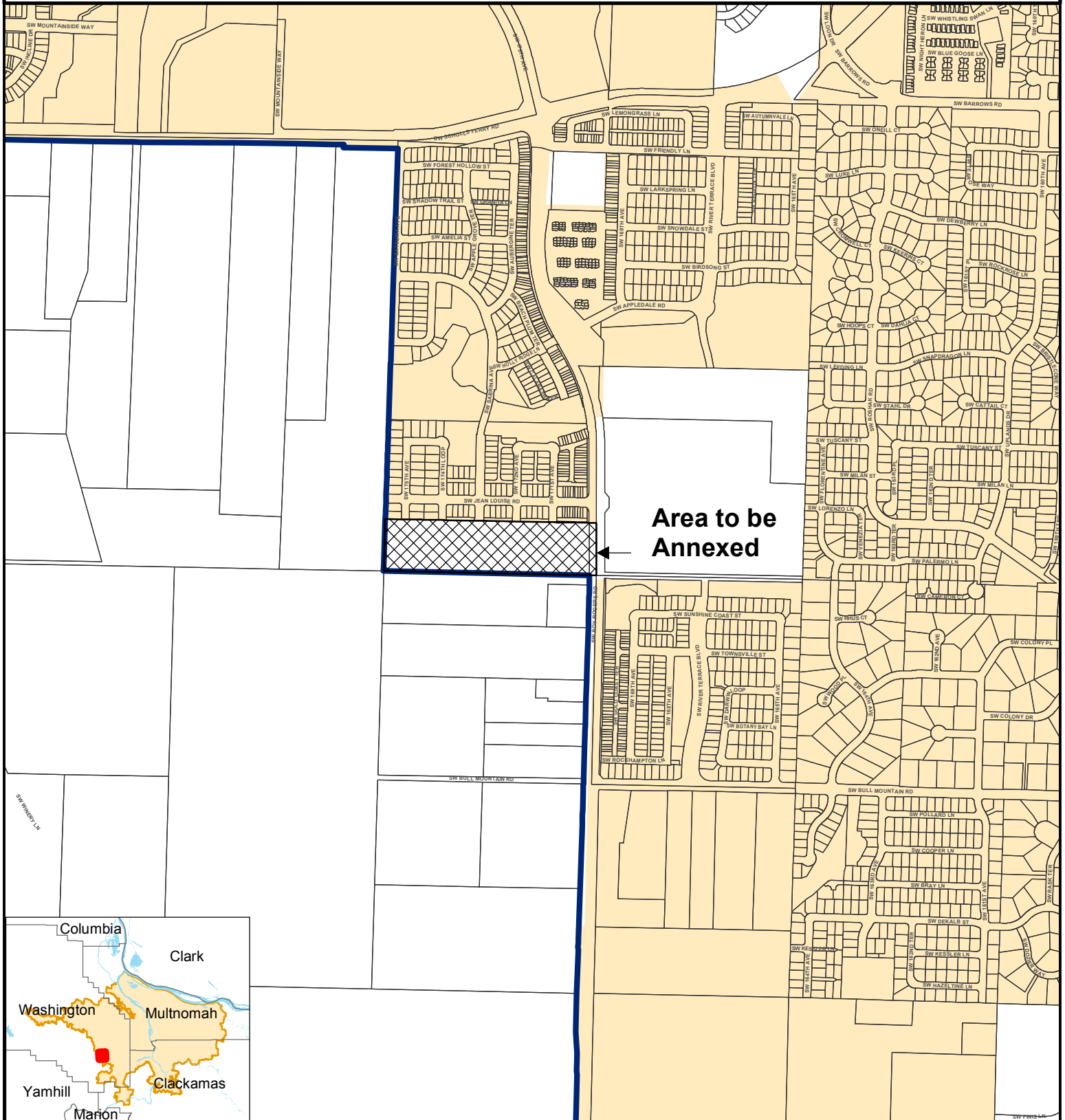
Shirley Craddick, Deputy Council President

Attest:

Approved as to form:

Jaye Cromwell, Recording Secretary

Carrie MacLaren, Metro Attorney

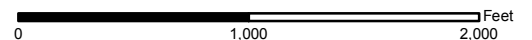


Research Center
600 NE Grand Ave
Portland, OR 97232-2736
(503) 797-1742
<http://www.oregonmetro.gov/drc>

-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0221

1:10,000



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STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 21-1463, FOR THE PURPOSE OF ANNEXING TO THE METRO DISTRICT BOUNDARY APPROXIMATELY 9.78 ACRES LOCATED WEST OF SW ROY ROGERS ROAD IN TIGARD

Date: May 20, 2021
Department: Planning & Development

Prepared by: Tim O'Brien
Principal Regional Planner

BACKGROUND

CASE: AN-0221, Annexation to Metro District Boundary

PETITIONER: Riverside Homes, LLC
17933 NW Evergreen Parkway, Suite 370
Beaverton, OR 97006

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

LOCATION: The land in Tigard is approximately 9.78 acres in size, is located west of SW Roy Rogers Road and can be seen in Attachment 1.

ZONING: The land is zoned for residential use (R-7 & R-25).

The land was added to the UGB in 2002 and is part of the River Terrace Community Plan area that was adopted by Tigard. 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 Tigard 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 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 property was annexed to the City of Tigard in January 2013 and the River Terrace Community Plan was adopted in 2014. The property is in the process of being annexed to Clean Water Services. 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 River Terrace Community Plan adopted by the City of Tigard in 2014. The proposed annexation is consistent with the community plan and is required by Tigard as part of a land use application. 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.

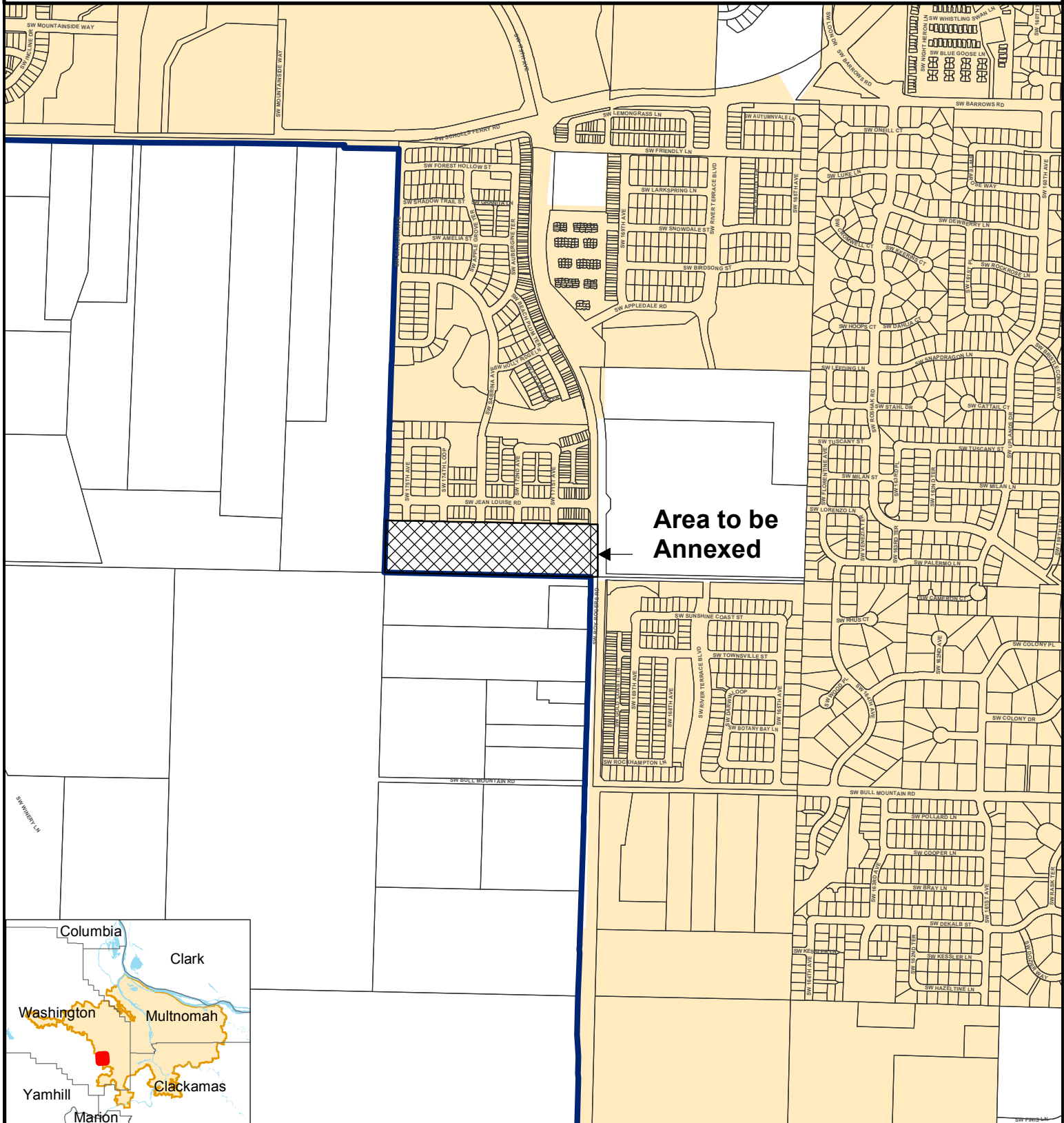
Legal Antecedents: Metro Code 3.09.070 allows for annexation to the Metro District boundary.

Anticipated Effects: This amendment will add approximately 9.78 acres in Tigard 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 River Terrace Community 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. 21-1463.

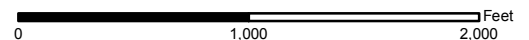


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-  Urban growth boundary
-  Taxlots
-  Metro District Boundary

Proposal No. AN0221

1:10,000



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Update Wet Waste Tonnage Allocations Public Engagement Process

Work Session Topics

Metro Council Meeting & Work Session

Thursday, July 08, 2021

GOALS AND CRITERIA FOR WET WASTE ALLOCATIONS TO PRIVATE TRANSFER STATIONS

Date: June 24, 2021
Department: Waste Prevention and
Environmental Services
Meeting Date: July 8, 2021

Prepared by: Molly Vogt
(503) 901-5146
molly.vogt@oregonmetro.gov
Presenters: Molly Vogt and Matt Korot
Length: 25 minutes

ISSUE STATEMENT

Putrescible or “wet” waste is a significant part of the solid waste system managed by Metro to serve the public good. Metro is implementing a 3-year phased plan to systematically and transparently allocate up to 60 percent of the region’s wet waste tonnage to private transfer stations to ensure the provision of important public services and promote progress toward environmental and racial equity goals identified in the Metro Council-approved 2030 Regional Waste Plan.

ACTION REQUESTED

Staff seeks Council direction about the proposed 2022 plan and criteria for wet waste tonnage allocations. This program allocates approximately 30 percent of the region’s forecasted tonnage to private, in-region transfer stations as base allocations. In-region transfer stations that choose to apply for additional goals-based tonnage may submit applications for up to an additional 5 percent of the regional tonnage per transfer station.

With Council’s direction, staff would finalize the draft administrative rules, submit to the Chief Operating Officer for approval, and issue an application process for goals-based tonnage allocations for calendar year 2022.

IDENTIFIED POLICY OUTCOMES

This work session will inform the final administrative rules for 2022 goal-based tonnage allocations. This effort supports and implements components of Council’s adopted Regional Waste Plan and Metro Code.

POLICY QUESTION(S)

Does Council have input on the draft 2022 goals-based criteria before they are presented to the Chief Operating Officer for approval?

Policy Question 1: Proposed Goals-Based Criteria and Implementation

Regional Waste Plan Goals	Criteria
Goal 3.0 Living Wages and Good Benefits Ensure that all jobs in the garbage and recycling industry pay living wages and include good benefits.	Match or exceed Metro transfer stations' in-house and contracted lowest wage for entry level industry positions.
Goal 4.0 Increase Diversity in Workforce Increase the diversity of the workforce in all occupations where people of color, women and other historically marginalized communities are underrepresented.	Provide workforce diversity data to Metro. <i>This data will be used by Metro for Regional Waste Plan indicator reporting and monitoring, and to inform a variety of Plan actions.</i>
Goal 12.0 Minimize Environmental Impacts Manage all garbage and recycling operations to reduce their nuisance, safety and environmental impacts on workers and the public.	- Use low particulate and low greenhouse gas (GHG) emission fuel for at least 25% of the rolling stock at the transfer station OR - Use R99 or qualifying renewable diesel for long-haul disposal transport OR - Use at least 25% Tier 4 engine or Emission Control Device retrofitted non-road equipment.
Goal 13: Invest in Communities Invest in communities that receive garbage and recyclables from the Metro region so that those communities regard solid waste facilities as assets.	- Collect supplemental \$0.50 per ton community investment fee for wet waste. OR - Collect \$1.00 per ton community investment fees on waste otherwise not subject to community enhancement fees received at the transfer station.
Goal 14: Affordable and Consistent Rates Adopt rates for all services that are reasonable, responsive to user economic needs, regionally consistent and well understood.	Charge a total rate per ton (inclusive of all fees and charges) for commercial wet waste that is no more Metro's garbage disposal fee at its stations as effective July 1, 2021.

Implementation of goals-based allocations

- Thirty percent of the adjusted regional 2022 tonnage forecast is available for goals-based allocation in 2022. This share is divvied equally among the number of goals approved (five goals are proposed) and the number of in-region transfer stations eligible to apply for goals-based tonnage (six private stations).
 - If the 2022 forecast is similar to the 2021 forecast, the total goals-based tonnage available to each transfer station will be approximately 36,000 tons. The tonnage available per transfer station per goal will be approximately 7,200 tons.
- A transfer station that applies for goals-based tonnage by September 30, 2021, and meets the criteria will receive additional tonnage in their 2022 allocation, to be announced after the 2022 forecast is published in the fall.
- If a transfer station does not meet the required criteria for one or more goals, Metro will not allocate goals-based tonnage to that private transfer station that year and that tonnage will be available for allocation by Metro if it is in the public's interest.
- Out-of-region transfer stations authorized through Metro Designated Facility Agreements may receive a portion of the base share allocation, but are not eligible for goals-based tonnage. Currently, one out-of-region facility is eligible to receive a wet waste allocation from Metro.

Considerations in allocating wet waste

- Per Metro Code 5.01.195 and 5.05.195, Metro reserves a minimum of 40 percent of the adjusted regional wet waste tonnage for the two public transfer stations, Metro South in Oregon City and Metro Central in northwest Portland.
- Per Metro Code 5.01.195 and 5.05.195, Metro may not allocate more than 40 percent of the adjusted regional tonnage to any combination of transfer stations owned by a single company.

STAKEHOLDER FEEDBACK AND PUBLIC COMMENT

Metro has hosted stakeholder input forums throughout the year and most recently hosted a 30-day public comment period and oral hearing for the 2022 administrative rules.

Metro has held regular stakeholder input sessions for goals-based allocations including five sessions in 2020 and more recent sessions on Feb. 1, 2021, and May 12, 2021. At least one representative from the Oregon Refuse and Recycling Association (ORRA) and from each of the private transfer stations located within the region attended the 2021 online forums. Many local government solid waste directors also attended. Input received during these meetings was used to refine the 2021 and 2022 goals-based allocation approach including the criteria, reporting, and implementation plan presented here.

Staff held one-on-one interviews with private transfer station operators in December 2020 and January 2021. Staff solicited additional comments by email.

Metro staff discussed the original goals-based criteria with Metro's Regional Waste Advisory Committee (RWAC) in the fall of 2020. Metro staff presented the 2022 plan to RWAC for input in the spring of 2021.

Metro has not received direct input from the community, but is using the Regional Waste Plan as a guiding document to inform criteria.

Input from RWAC members

Staff presented the proposed goals-based allocation criteria to RWAC on April 15, 2021 and May 20, 2021. Staff asked for committee members' input on the criteria and whether they strike a balance between being meaningful in advancing Regional Waste Plan goals and achievable. Committee member comments included:

- A suggestion that Metro solicit continuous feedback from industry to get support and resources to meet goals (Student).
- Statements of support for the current plan as well as support for additional work on the rates goal and its touchpoints with rate transparency (Clackamas County, Washington County, and the City of Gresham). Clackamas County noted that the allocation-based transfer system is neither competitive (it is akin to a franchise system) nor rate-reviewed, so private transfer station charges are essentially unchecked.
- A suggestion that staff continue to consider larger life cycle questions, including whether Goal 8 could be incorporated into the plan for the promotion of reuse, recycle, repair, and donation (Community Member).
- Uncertainty about what information Metro needs to understand the impacts on private transfer stations (Oregon Refuse and Recycling Association).

Staff response:

Metro is committed to soliciting input and suggestions to develop meaningful support and resources for transfer stations to meet the goals in the Regional Waste Plan. Additional

goals may be considered in the future, with direction to do so, but adding goals to the plan will come at a cost of expanding the staff and community work needed to design them well and will also dilute the incentivizing effect of each goal by dividing the allocated tonnage across more goals.

Metro shares the interest in understanding impacts and acknowledges the differences between transfer stations' costs and services. Any differential impacts of the goals-based allocation approach depends upon unique characteristics of the station and services provided. Transfer stations have not shared information that illustrates financial burdens of the proposed goals-based allocation approach.

Public comment period

Public comments on Metro Administrative rules for Wet Waste Tonnage Allocations were received by email and online between May 13 and June 11, 2021, and at an Oral Hearing on June 9, 2021. A detailed [Public Comments report](#) including original comments as received is available on the Metro website. A summary of that report is provided below.

Public comment from local governments

Metro received public comments from local government solid waste representatives at Washington County and the Cities of Portland, Hillsboro, and Wilsonville.

Washington County, the City of Portland, and the City of Hillsboro stated support for the Metro Wet Waste Tonnage Allocation proposed rules. Portland commented that working with private transfer stations to increase workforce diversity and reduce environmental impacts is a significant step for making meaningful changes in the region's solid waste system.

Washington County and the City of Hillsboro stated, in addition, that they support efforts by Metro to ensure that regional garbage and recycling collection companies (and, by extension, rate payers) are being charged fair, reasonable, and appropriate rates for wet waste disposal at private transfer stations. Hillsboro commented that private stations should not be allowed to charge more than public stations.

The City of Wilsonville submitted a letter for the record outlining the following points:

- Impacts of the new proposal are not well enough understood and that allocations should be made to support public benefits, geographic equity, access to services, and a reduction in negative impacts. Impacts to the Community Enhancement Grant program and local solid waste rates are noted specifically.
- The inherent tension between reducing tonnage allocations (which generate revenue) and requiring investments to meet goals.
- Concerns about Metro's position in collecting supplemental Community Investment fees.
- Questions about the intent behind collecting diversity data, Metro's own compliance with goals and criteria, and whether Metro intends to set rates and, if so, how it would support equity and engagement in that process.

Staff response:

The goals-based allocation approach is designed to support public benefits and progress toward the Regional Waste Plan goals. Neither local government rate-makers nor Metro has full access to the details of private transfer station costs, nor have transfer stations provided to Metro the explicit costs that may stem from investments to achieve the proposed goals-based criteria relative to the reduced revenue from non-participation in this program. Without that information, Metro cannot analyze impacts of the proposed change, nor the impacts of the status quo, which is based on historical allocations that were not designed with Regional Waste Plan goals in mind. Staff acknowledge that implementing programs that achieve the Regional Waste Plan goals will inherently come with costs and staff have designed criteria to balance cost impacts with meaningful progress.

Staff note that the public comments from the City of Wilsonville include some factual errors about the allocation model. These have been addressed in Metro's Public Comments Report available on the Metro website.

Answers to several questions received as public comments have previously been addressed by staff in presentations, written letters, and a [Responses to Questions](#) document emailed to stakeholders on April 30 and available on Metro's website. These resources are being expanded with the arrival of new questions.

Public comment from private transfer station operators

Public comments from two transfer station operators, Pride and Republic were received, one in written form and one in both oral testimony and written form. The following comments were made in each:

- A suggestion that Metro consider total compensation in the wages criteria and a comment that Metro is not transparent about the wages at the public transfer stations.

Staff response:

Metro acknowledges that total compensation may be a more robust approach than minimum wage. To use total compensation would require additional time, data, and engagement to define a clear criterion that can be implemented effectively. In order to implement this goal in 2021 and 2022 per Council's direction, the proposed rules use the hourly wage approach that is consistent with related Metro work in other sectors such as construction, Metro's DEI team recommendations, and state minimum hourly wage laws. Bonus pay for workers in entry-level positions is less systematic and does not ensure consistent and racially equitable compensation. Further, staff suggest that implementing a minimum hourly wage for this criterion is a small but symbolic first step in committing to and advancing the Regional Waste Plan's compensation-related goals.

- A suggestion not to make major changes to goals on a short timeline, particular those that involve equipment, to give transfer stations more time to plan their capital investments and operations.

Staff response:

The criteria for the environmental goal allow three options. One of the three options to meet this goal has not changed – that is the option to use R99/alternative diesel for long haul transport, which requires no modifications to engines or equipment. The other two options changed from the 2021 plan to the 2022 plan, which is indeed a short time period because of the mid-year implementation of the program this year. Staff are committed to working toward a 2- to 3-year horizon for setting criteria and establishing allocations in the future.

- A suggestion that Metro return to the 2021 version of the Rates criterion by allowing stations to charge up to 5 percent above Metro's rates in 2022.

Staff response:

Metro's rates are increasing July 1, 2021, and the new rates provide room for private transfer stations to increase their rates if they feel it is important to do so. In addition, as noted above, Metro acknowledges the categorical differences between transfer stations including taxes, revenue margins, and services, but categorical differences do not constitute a demonstration of hardship.

- In addition, Republic listed four outstanding questions about Metro's own accountability, previous studies, and access to private facility financial information.

Staff note that answers to two of the questions listed are addressed in the current [Responses to Questions](#) document available online and emailed to stakeholders on April 30. One was addressed in two May public presentations. A fourth question suggests that Metro already has information about private transfer station costs and published it in the 2018 Rate Transparency Report and asks what additional information is needed. Staff note that the Rate Transparency report details the limitations of this report including accuracy and completeness of both data and the model. This study does not constitute an analysis and does not contain the information needed to understand how the proposed goals-based allocation criteria will impact costs at transfer stations.

STAFF RECOMMENDATIONS

1. Staff recommends advancing the proposed 2022 goals-based allocation plan and criteria to the Chief Operating Officer for approval.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

- How is this related to Metro's Strategic Plan or Core Mission?
 - The Regional Waste Plan identifies the operations and services of solid waste facilities as keys to advancing regional goals. Metro's wet waste allocations can be used to incentivize actions that achieve Regional Waste Plan and other Metro goals. Council adopted the framework for tonnage allocations in 2018 to ensure that Metro would receive at least 40 percent of the regional wet waste tonnage as specified in Metro Code.
- How does this advance Metro's racial equity goals?

- The proposed criteria related to Regional Waste Plan *Goals 3 and 4: Living Wages and Benefits and Increase Diversity of the Workforce*, are positioned to advance racial equity. *Goal 12: Environmental Impacts* also disproportionately affect people of color.
- How does this advance Metro’s climate action goals?
 - The inclusion of criteria related to Goal 12: Reduce nuisance, safety, and environmental impacts addresses reduction of greenhouse gases.
- Known Opposition/Support/Community Feedback
 - Stakeholder feedback is summarized by group above. Broadly, most stakeholders have noted their commitment to the goals and stated their support for programs that promote progress toward these goals. Transfer station operators have voiced concern that investments made to meet criteria are uneven in their costs and impacts on operations, both categorically between private and public stations as well as individually between private stations with unique characteristics.
- Explicit list of stakeholder groups and individuals who have been involved in policy development or provided feedback to the proposal.
 - Private transfer station owners and operators
 - Oregon Refuse and Recycling Association (ORRA)
 - Local government solid waste directors
 - Metro Regional Waste Advisory Committee (RWAC)

Background

In March 2019, Metro adopted the 2030 Regional Waste Plan (RWP), which sets the policy direction for the region’s garbage and recycling system. The foundations of this plan are: (1) equity—centering the voices, values and needs of communities of color and historically marginalized groups in the region’s solid waste and recycling system; and (2) reducing the environmental impacts of materials throughout their life cycle, from extraction to production, use and end-of-life management

The plan is implemented in many ways; through collaborative programs with local government partners and community organizations, and through required actions that bring consistent standards and incentivize progress toward regional goals. Metro Code and Administrative Rules are the mechanism used to implement the required elements of the plan.

Goal 16.0 of the plan provides direction to “Maintain a system of facilities, from smaller recycling drop-off depots to larger full-service stations, to ensure equitable distribution of and access to services.” Metro oversees this system and sets requirements for private facilities that receive waste. This includes actions to implement Metro code that establishes that at least 40 percent of the region’s wet waste should flow to the two public transfer stations, Metro South in Oregon City and Metro Central in northwest Portland.

Goals-based allocation approach

In 2016, Council directed staff to develop a system for annually allocating tonnage to private transfer stations to increase transparency and predictability and to ensure that Metro stations receive at least 40 percent of the regional tonnage. With the adoption of the Regional Waste Plan in 2019, staff began work on a new tonnage allocation approach that incorporated Plan goals into the allocation methodology.

Staff designed a phased approach in order to create a smooth transition to the new system. The Phase 1 approach (Figure 1, left side, below), was implemented for 2020 allocations. In Phase 1, each transfer station is allocated tonnage based on equal and proportional shares of the adjusted regional tonnage forecast.

For Phase 2, calendar year 2021, Council has directed staff to add a voluntary, goals-based allocation component to incentivize regional progress toward achieving Regional Waste Plan goals (Figure 1, center). Council directed staff to develop a methodology for allocating tonnage to private transfer stations that choose to apply for goals-based tonnage. This methodology includes criteria for up to five Regional Waste Plan Goals (listed in the table above) that transfer stations that seek goals-based tonnage must meet in order to receive these additional tonnage allocations.

In Phase 3, the goals-based share is designed to completely replace the transitional-phase proportional tonnage share.

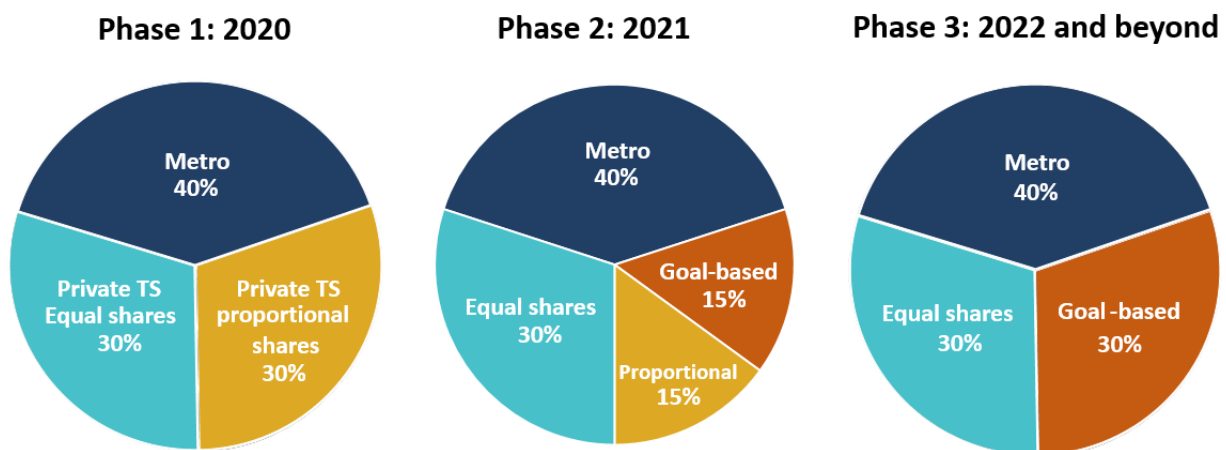


Figure 1: Phased allocation approaches; percents of adjusted regional (forecast) tonnage

Staff suspended work in March 2020 on the Phase 2 methodology because of concerns about the ability to engage with key stakeholders during the pandemic.

In August and September 2020, Council directed staff to restart the Phase 2 work and to implement a goals-based approach in determining calendar year 2021 allocations, allowing

more time for criteria development through a mid-year (July 1) implementation. Criteria for 2021 goals-based allocations were finalized on March 31, 2021. Criteria for 2022 goals based allocations presented here were developed by continuing and, in some cases, expanding the 2021 criteria in order to advance regional waste plan goals.

ATTACHMENTS

None

- Is legislation required for Council action? Yes ☒ No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today?
 - PowerPoint presentation

Materials following this page were distributed at the meeting.



Metro and AFSCME Collective Bargaining Agreement Overview For Metro Council July 8, 2021

Background

- Bargaining started March 18th and we reached a tentative agreement June 10th.
- Four-year agreement (July 1, 2021 – June 30, 2025).
- 28 Articles were opened.
- Bargaining process was collaborative and focused on our common goals.

Wages – Cost-of-Living Adjustments

- Upon ratification, a 1.74% cost of living adjustment will be made to the wage schedule.
- During the term of the agreement, wages will increase as follows:
 - 2022: 2.0%
 - 2023: 2.5%
 - 2024: 2.5%

Wages – Grade Adjustments

28 classifications were re-graded, with the plan to increase the minimum wage for AFSCME employees to \$20 (from \$16) at Metro by July 1, 2022. Variable hour status positions in these classifications will also see a wage increase.

Retirement

- All eligible employees will receive 6% PERS pick up. Employees who were not receiving the PERS pickup previously will see a 6% increase in take home pay beginning with the June 28 pay period.
- All AFSCME employees can request a one-time cash out of up to 80 hours of vacation until Dec. 31, 2021.

Financial Impact

The total cost of the agreement is approximately \$900,000 less than the original AFSCME wage proposal.

- Cost of grade changes spread out
- Cost of living adjustments lower than forecast
- PERS pickup financially advantageous vs. original management proposal

Time Off

- Formally added Juneteenth as a paid holiday.
- Expanded sick leave to include both physical and mental illness.
- Removed discipline related to excessive sick leave abuse.
- Expanded bereavement leave to include immediate family as defined by the employee (family of choice).

Other Changes to the Contract

- Clothing Allowance – made the process simpler and more accessible for new employees.
- Clarified language on hours and shifts and shift differential to be clearer and to fit the requirements of our payroll system.
- Will be working to develop organizational wide policies on Inclement Weather, Bi-Lingual Pay, Remote Work, Parking and Transportation and Bonuses.

Other Changes to the Contract

- Discipline and Discharge – clarified language and updated to represent current practices.
- Clarified Union use of in-house systems and meeting facilities, Union Steward time tracking and release time.

Questions

Thank you!

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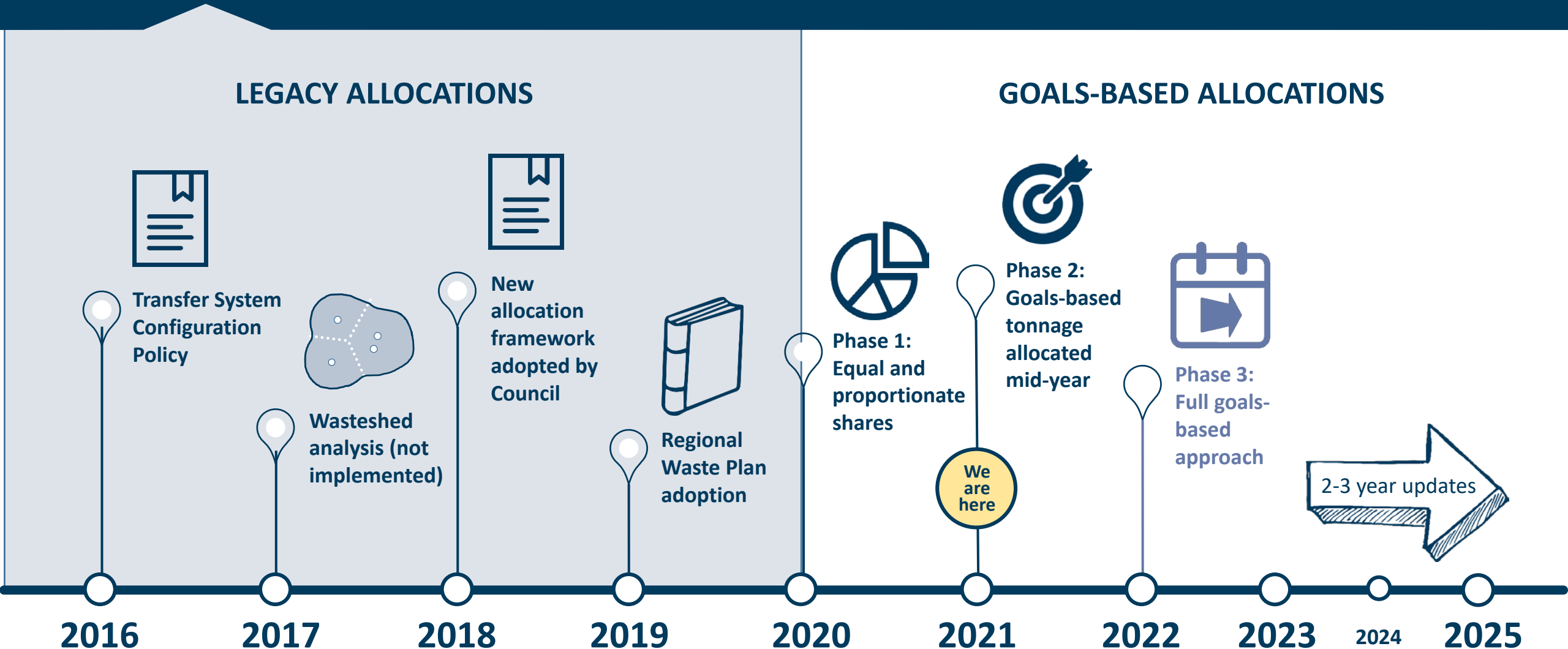
Wet Waste Tonnage Allocations: Draft 2022 criteria and implementation plan

Molly Vogt, WPES

July 8, 2021

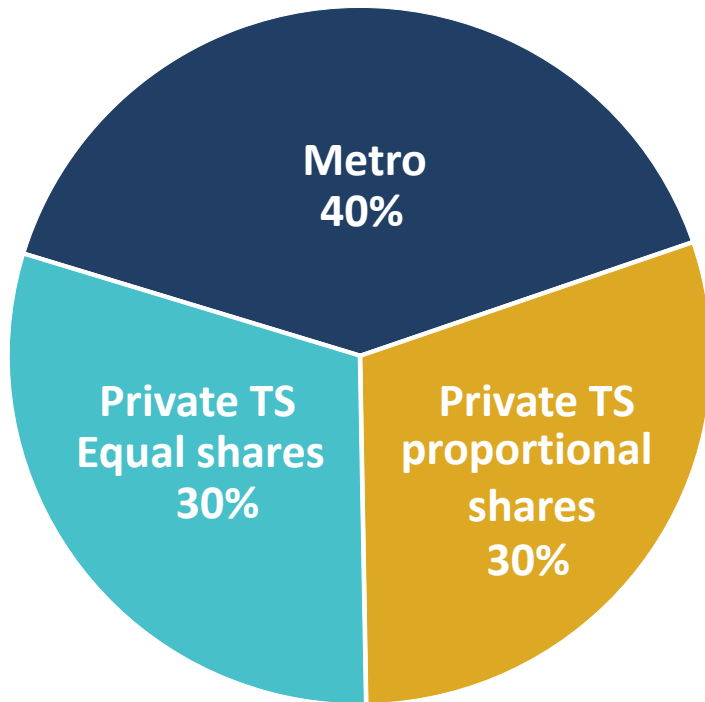


Major developments in allocation work

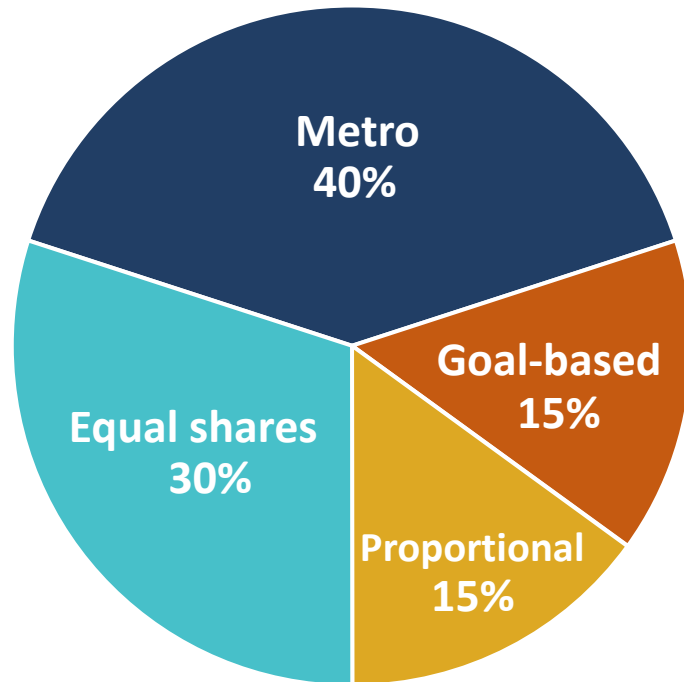


Phased transition to goals-based allocations

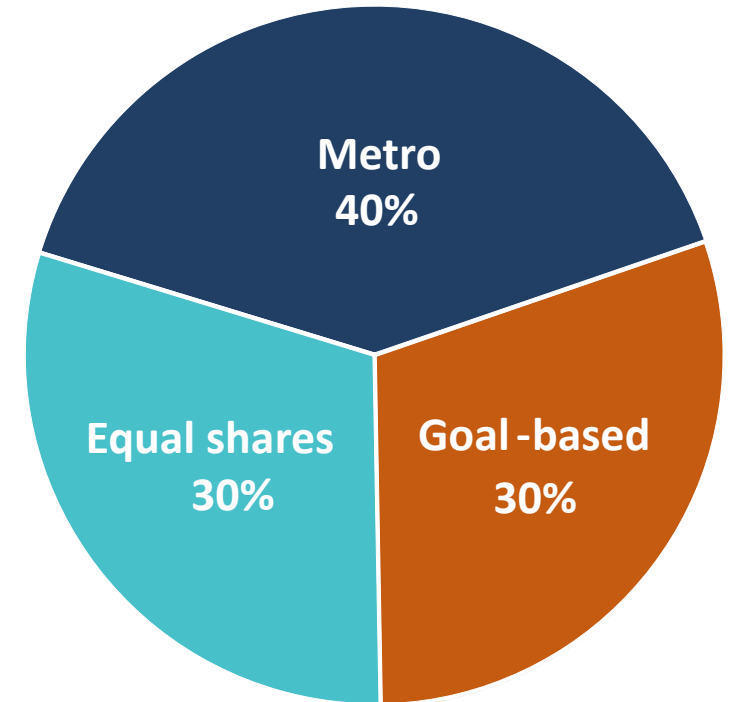
Phase 1: 2020



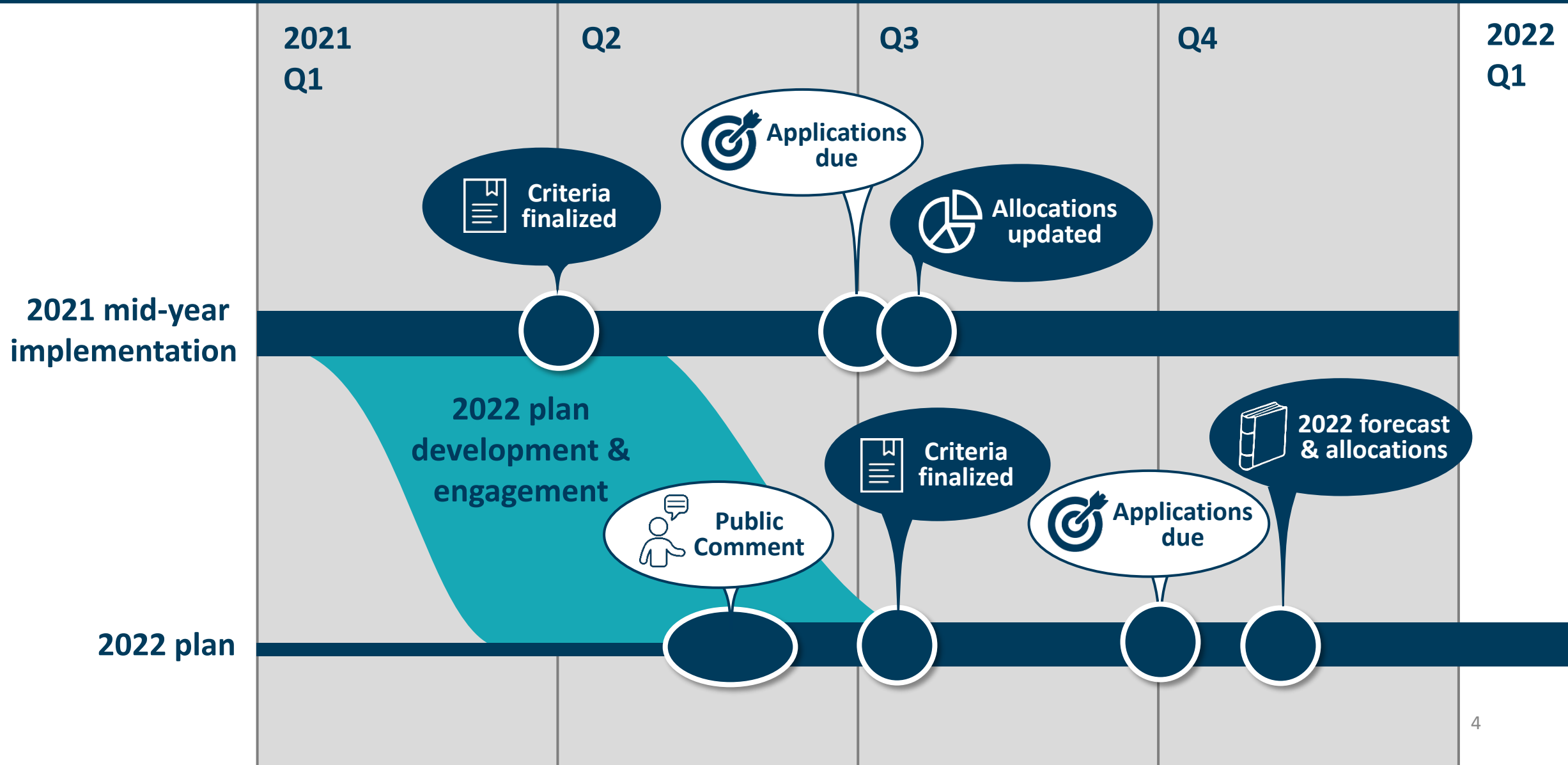
Phase 2: 2021



Phase 3: 2022 and beyond



2021-2022 engagement & implementation



2022 plan: Engagement

- April 15: Regional Waste Advisory Committee informational presentation
- May 12: Stakeholder engagement forum
- May 13 – June 11: Public comment period for administrative rules
- May 20: Regional Waste Advisory Committee advisory engagement
- June 9: Oral hearing for proposed 2022 administrative rules
- **July 8: Council Work Session project update**
- Mid-July: COO considers 2022 administrative rules for adoption

Key themes and changes in 2022

- Same goals, more goals-based tonnage available
- Transfer stations receive goals-based tonnage for each goal met
- Consistency and continuation of most criteria
- Advancement of others:
 - Environment: Increase amount of equipment operating with emission reductions
 - Affordable rates: Must match Metro's rate

Goals



Living
wages and
good benefits



Increase
workforce
diversity



Reduce
environmental
impacts



Invest in
communities



Reasonable,
responsive,
consistent
rates



System
stability



Logistics

Principles for goals-based criteria

- **Meaningful** – do they advance RWP Goals? Do they make a positive impact?
- **Achievable** – can they be achieved with reasonable time and investment?
- **Measurable** – can they be documented and verified?
- **Standardized** – to regional targets or to Metro benchmark in absence of a regional target

2022 goals and criteria



Goal 3.0: Living wages and good benefits

Wages for entry-level industry positions match or exceed Metro's in-house and contracted lowest wage for entry-level industry positions.



Goal 4.0: Increase workforce diversity

Provide workforce diversity data to Metro.

2022 goals and criteria



Goal 12.0: Reduce environmental impacts

Use low particulate and low greenhouse gas (GHG) emission fuel for at least 25% of the rolling stock at the transfer station

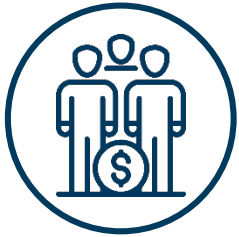
OR

Use R99 or qualifying renewable diesel for long-haul disposal transport

OR

Use at least 25% Tier 4 engine or Emission Control Device retrofitted non-road equipment.

2022 goals and criteria



Goal 13: Invest in communities

Collect supplemental \$0.50 per ton community investment fee for wet waste.

OR

Collect supplemental \$1.00 per ton community investment fee for waste not otherwise subject to community enhancement fee.



Goal 14: Reasonable, responsive, consistent rates

Total charge per ton (inclusive of all fees) is no more than Metro's Solid Waste fee.

Regional Waste Advisory Committee Comments

- Support for current plan and additional work on rates goal and transparency work
- Continuous feedback from industry to develop support and resources
- Larger life cycle goals
- Impacts on private transfer stations

Public Comments

- 2 private transfer stations
 - More time to respond when investments are needed
 - Total compensation instead of hourly wage
 - Allow 5% above Metro rate
- 3 local governments
 - Support for proposal, 2 request more rate transparency
- 1 local government
 - Impacts not well enough understood
 - Financial challenges for private transfer stations
 - Questions about Metro's intent - rates & diversity data

Principles for goals-based criteria

- **Meaningful** – do they advance RWP Goals? Do they make a positive impact?
- **Achievable** – can they be achieved with reasonable time and investment?
- **Measurable** – can they be documented and verified?
- **Standardized** – to regional targets or to Metro benchmark in absence of a regional target

Discussion question

- Does Council have any additional input on the draft goals-based criteria before the Administrative Rules go to the Chief Operating Officer for adoption?

Thank you

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Regional tonnage

2018-2021
1.4 - 1.5 million tons annually

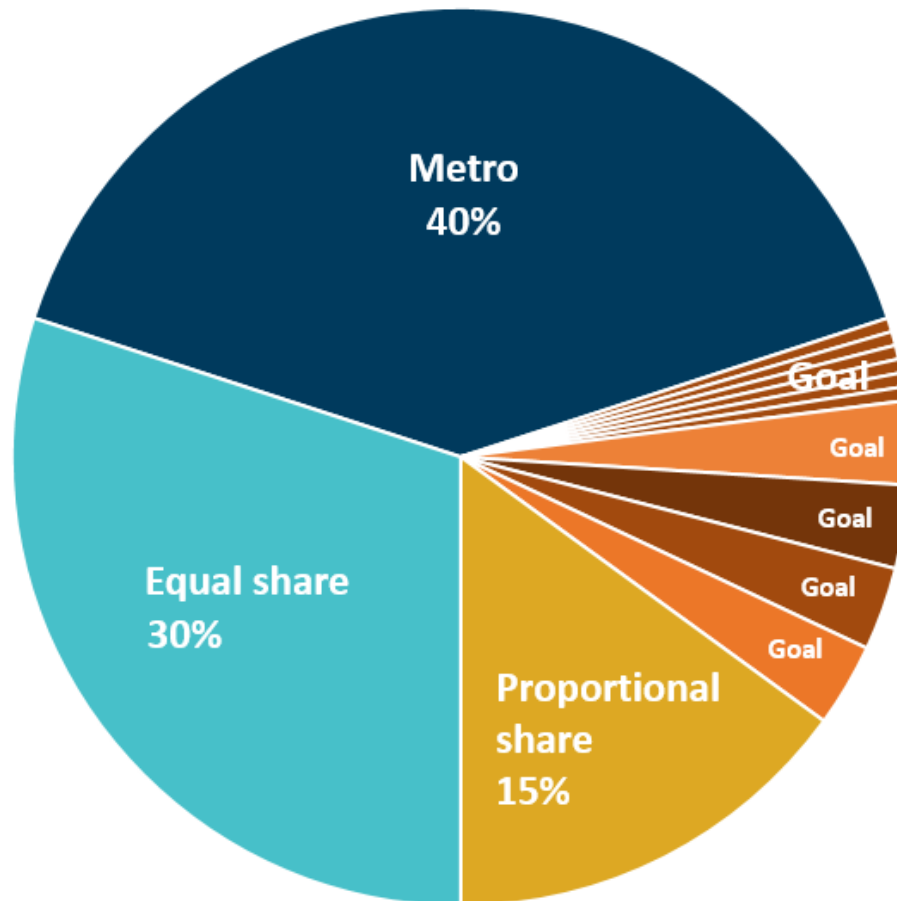


Why do we allocate wet waste?

- Wet waste is part of the solid waste managed by Metro to serve the public good
- Transfer System Configuration Policy, 2016
 - Allocations framework to be adopted by Council, details implemented by COO
 - Metro should receive no less than 40% of the region's wet waste in the hybrid system
- Metro may allocate up to 60% of the region's forecasted wet waste to private facilities to ensure that Metro receives 40% per Metro Code
- In 2020, Council directed staff to develop criteria for allocations to support progress on Regional Waste Plan goals
 - Goals-based allocations to be implemented mid-year 2021, voluntary program

Phase 2: 2021 Allocations

Adjusted Regional Tonnage



Goals Based share = 15%

Allocations to be divided by the number of goals required for 2021 then divided by 6, the total number of in-region transfer stations.

If 5 goals are adopted, a transfer station may receive 0.5% per goal for which it meets criteria.

Off-route travel GHG impacts

Estimated 2020 wet
waste off-route travel

Vehicle Miles
Traveled (VMT)

2.95 Million

Metric tons CO₂

5,900

Equivalent annual
carbon footprint of

295 people

Estimated maximum
reduction through
revised allocations

VMT

770,700 (26%)

Metric tons CO₂

1,541

Equivalent annual
carbon footprint of

77 people

Metro Region

Reduction potential
0.005% in CO₂ footprint of
Metro region residents

Similar to saving one drop of water
in two full pint glasses



Metro tonnage over time



Regional Transfer Stations

