



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, February 9, 2023

10:30 AM

Metro Regional Center Council Chamber,
<https://www.youtube.com/live/NerNLeRJc-M?feature=share>,
<https://zoom.us/j/615079992>, or
877-853-5257 (toll free) (Webinar ID:
615079992)

This meeting will be held electronically and in person at the Metro Regional Center Council Chamber. You can join the meeting on your computer or other device by using this link:
<https://www.youtube.com/live/NerNLeRJc-M?feature=share>

1. Call to Order and Roll Call

2. Public Communication

Public comment may be submitted in writing. It will also be heard in person and by electronic communication (video conference or telephone). Written comments should be submitted electronically by emailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 p.m. the day before 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 503-813-7591 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 wishing to testify in person should fill out a blue card found in the back of the Council Chamber.

Those requesting to comment virtually during the meeting can do so by joining the meeting using this link: <https://zoom.us/j/615079992> (Webinar ID: 615079992) or 888-475-4499 (toll free) and 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 Resolution No. 23-5308 For the Purpose of Advancing Metro Eligible Unified Planning Work Program (UPWP) Projects for Inclusion in the State Fiscal Year 2023 UPWP and Completing a Scope Change for an ODOT Americas with Disabilities Curbs and Ramps Project
Attachments: [Resolution No. 23-5308](#)
[Exhibit A](#)
[Staff Report](#)

4. Ordinances (Second Reading)

- 4.1 Ordinance No. 22-1487, For the Purpose of Amending Metro Code Section 2.02.010
Presenter(s): Marissa Madrigal (she/her), Metro
Carrie MacLaren (she/her), Metro
Attachments: [Ordinance No. 22-1487](#)
[Exhibit A](#)
[Staff Report](#)

5. Other Business

- 5.1 Budget Retreat Follow Up [22-5814](#)
Presenter(s): Marissa Madrigal (she/her), Metro
Attachments: [Staff Report](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការប្រឹក្សាស្តីពីការរើសអើងសូមទូរស័ព្ទទៅលេខ 503-797-1700 ។ www.oregonmetro.gov/civilrights ។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃច័ន្ទ) ។ ប្រសិនបើលោកអ្នក មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេបកប្រែសម្រាប់លោកអ្នក ។

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Resolution No. 23-5308 For the Purpose of Advancing Metro Eligible Unified Planning Work Program (UPWP) Projects for Inclusion in the State Fiscal Year 2023 UPWP and Completing a Scope Change for an ODOT Americas with Disabilities Curbs and Ramps Project
Consent Agenda

Metro Council Work Session
Tuesday, February 9th, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADVANCING METRO) RESOLUTION NO. 23-5308
ELIGIBLE UNIFIED PLANNING WORK)
PROGRAM (UPWP) PROJECTS FOR) Introduced by: Chief Operating Officer
INCLUSION IN THE STATE FISCAL YEAR 2024) Marissa Madrigal in concurrence with
UPWP AND COMPLETING A SCOPE CHANGE) Council President Lynn Peterson
FOR AN ODOT AMERICANS WITH)
DISABILITIES CURBS AND RAMPS PROJECT)

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

WHEREAS, the U.S. Department of Transportation requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2020, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5110 to adopt the 2021-24 MTIP; and

WHEREAS, pursuant to the U.S. Department of Transportation’s MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, preliminary development of Metro’s State Fiscal Year 2024 Unified Planning Work Program (UPWP) now requires re-programming of multiple MTIP supporting UPWP projects; and

WHEREAS, three Regional Flexible Fund Allocation (RFFA) Step 1 funded projects supporting the SFY 2024 UPWP are being advanced to FFY 2023 and will be combined into the single UPWP Master Agreement project key; and

WHEREAS, the advancement and combining effort affects the planned SFY 2024 UPWP Surface Transportation Block Grant allocations to the Freight and Economic Development Planning, Transportation System Management and Operations, and Regional Planning funds to simplify the federal obligation process and be included as part of Metro’s FFY 2023 Obligation Targets program; and

WHEREAS, Federal Highways Administration based Planning funds and Federal Transit Administration Section 5303 funds allocated for the Metro SFY 2024 UPWP are being adjusted based on their latest approved funding levels; and

WHEREAS, the city of Portland is designating Lombard St (OR99E) as a pilot project to evaluate expedited and streamlined Americans with Disabilities Act (ADA) permitting processes which impacts the Oregon Department of Transportation planned ADA curb and ramp improvement project in the area and now requires a scope change to drop the OR99E segment and adjust the revised project for inflationary cost increases; and

WHEREAS, Metro staff reviewed all project changes for consistency with the RTP, including fiscal constraint verification in the long-range plan, possible air quality impacts assessment, and for consistency with regional approved goals and strategies; and

WHEREAS, Metro staff reviewed and confirmed the MTIP's financial constraint finding is maintained with this amendment; and

WHEREAS, on January 6, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on January 19, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to amend the five projects in the 2021-24 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 9th day of February 2023.

Lynn Peterson, Council President

Approved as to Form:

Carrie MacLaren, Metro Attorney

2021-2026 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 23-5308

January FFY 2023 Formal Transition Amendment Bundle Contents
 Amendment Type: Formal/Full
 Amendment #: JA23-05-JAN
 Total Number of Projects: 5

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22146 MTIP ID 71119	Metro	Freight and Economic Development Planning (FFY 2023)	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22146 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#2) ODOT Key # 22170 MTIP ID 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. (FY 2023 allocation year)	<u>ADVANCE & COMBINE</u> Key 22170 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#3) ODOT Key # 22152 MTIP ID 71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22152 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
#4 ODOT Key 22311 MTIP ID 71225	Metro	Portland Metro Planning SFY24	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<u>ADD & COMBINE</u> Key 22311 adds the ODOT contribution (State STBG) to the SFY 24 UPWP Master Agreement and combines STBG-U from Keys 22146, 22152, and 22170.

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#5) ODOT Key # 22469 MTIP ID 71259	ODOT	US30BY & OR99E Curb Ramps (Portland) US30BY Curb Ramps (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	SCOPE & COST CHANGE: PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting for Lombard project. As a result, Key 22469's scope, name, and funding is being adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated.

Proposed Amendment Review and Approval Steps:

- Wednesday, January 4, 2023: Post amendment & begin 30-day notification/comment period
- Friday, January 6, 2023: TPAC meeting (Required notification)
- Thursday, January 19, 2023: JPACT meeting
- Thursday, February 9, 2023: Metro Council meeting
- Wednesday, February 15, 2023: Signed resolution available to complete amendment bundle
- Thursday, February 16, 2023: Metro approved January 2023 Formal MTIP Amendment bundle sent on to ODOT and FHWA for final reviews and approvals
- Final amendment approval dates: Final approvals from FHWA and FTA can take up to thirty days or longer to complete.

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 funds for Freight and Goods Movements planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADVANCE & COMBINE**
Advance to FFY 2023 and combine
into Key 22311

Lead Agency: Metro		Project Type:	Local Road	ODOT Key:	22146
Project Name: Freight and Economic Development Planning (FFY 2023)	1	Fiscal Constraint Cat:	Planning	MTIP ID:	71119
		ODOT Type	SM&O	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11103
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50410
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Short Description: Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)		Mile Post End:	N/A	UPWP Cycle:	SFY 24
		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #:	TBD	MTIP Amnd #:	JA23-05-JAN

Detailed Description: Regional planning to support freight systems planning and economic development planning activities. (UPWP RFFA Step 1 STBG allocation)

STIP Description: N/A

Last Amendment of Modification: Formal - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Y230	2025	\$ 76,491					\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 8,755					\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 85,246	\$ -	\$ -	\$ -	\$ -	\$ 85,246
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	-
Year of Expenditure Cost Amount:							\$	-

Programming Summary Details

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ (85,246)	\$ -	\$ -	\$ -	\$ -	\$ (85,246)
Phase Change Percent:	100%	0%	0%	0%	0%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	N/A	N/A

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						N/A
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22146 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes.
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro Freight/Goods Movements program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning 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.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22146 | MTIP ID: 71119
 Freight and Economic Development Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$76,491	\$8,755		\$85,246	<input type="checkbox"/>
	2023	STBG-URBAN	\$76,491	\$8,755		\$85,246	
Totals >>			\$76,491	\$8,755	\$0	\$85,246	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 funds for TSMO administration planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADVANCE & COMBINE**
Advance to FFY 2023 and combine
into Key 22311

Lead Agency: Metro		Project Type:	Other (ITS)	ODOT Key:	22170
Project Name: TSMO Administration (FFY 2023)	2	Fiscal Constraint Cat:	SM&O	MTIP ID:	71125
		ODOT Type	TBD	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11104
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	N/A
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Mile Post End:	N/A	UPWP Cycle:	SFY 24		
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)		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #: TBD		MTIP Amnd #: JA23-05-JAN	

Detailed Description: Administration of the regional TSMO program; providing program strategy and direction, administration of grant allocations, and staffing of the Transport committee. The regional Transportation System Management & Operations (TSMO) program includes a sub-allocation of funds to capital and operations projects (See MTIP ID 71116/RFFA ID 50407). (FY 2023 allocation year)

STIP Description: TBD

Last Amendment of Modification: Formal - June 2021 - JN21-11-JUN - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Y230	2025	-				\$ 194,369	\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	-				\$ 22,246	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ -	\$ -	\$ -	\$ 216,615	\$ 216,615
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	\$ -
Year of Expenditure Cost Amount:							\$	\$ -

Programming Summary Details

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ -	\$ -	\$ -	\$ -	\$ (216,615)	\$ (216,615)
Phase Change Percent:	0%	0%	0%	0%	100%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	N/A	N/A	N/A	N/A	0%	0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						N/A
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22170 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance
Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes.
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11104 - Regional TSMO Program Investments for 2018-2027
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning 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.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects
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Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22170 | MTIP ID: 71125
TSMO Administration (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$194,369	\$22,246		\$216,615	<input type="checkbox"/>
	2023	STBG-URBAN	\$194,369	\$22,246		\$216,615	
Totals >>			\$194,369	\$22,246	\$0	\$216,615	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 STBG-U funds for annual UPWP planning needs will be used as part of the SFY 2024 UPWP. As a result, they are being advanced and combined into Key 22311.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADVANCE & COMBINE**
Advance to FFY 2023 and combine
into Key 22311

Lead Agency: Metro		Project Type:	Other	ODOT Key:	22152
Project Name: Regional MPO Planning (FFY 2023)	3	Fiscal Constraint Cat:	Planning	MTIP ID:	71132
		ODOT Type	TBD	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11103
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50416
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Mile Post End:	N/A	UPWP Cycle:	SFY 24		
Short Description: Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)		Length:	N/A	Past Amend:	1
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	2/9/2023
		1st Year Program'd:	2023	OTC Approval:	No
		Years Active:	1	OTC Date	N/A
		STIP Amend #:	TBD	MTIP Amnd #:	JA23-05-JAN

Detailed Description: Funding to replace former local agency dues system that helps the MPO meet planning requirements and supports the provision of planning tools and services for use by transportation planning agencies. Includes work such as development and data maintenance of the regional travel model and geographic information systems and planning activities to ensure the MPO remains certified as meeting federal planning requirements to maintain the region's eligibility to receive federal transportation funds. (UPWP RFFA Step 1 STBG allocation)

STIP Description: TBD

Last Amendment of Modification: Formal - May 2021 - MA21-10-MAY - REPROGRAM FUNDS: Reprogram to the unconstrained FY 2025 to avoid possible conflicts with the development and execution of annual obligation targets

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
STBG-U	Y230	2025	\$ 1,442,694				-	\$ -
								\$ -
								\$ -
Funds are advanced to FFY 2023 and combined into Key 22311							Federal Totals:	\$ -
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
Local Funds								
Local	Match	2025	\$ 165,123				-	\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:			\$ 1,607,817	\$ -	\$ -	\$ -	\$ -	\$ 1,607,817
Phase Totals After Amend:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Project Cost Estimate (all phases):							\$	-
Year of Expenditure Cost Amount:							\$	-

Programming Summary Details

Why project is short programmed: The project is not short programmed. The funds are being advanced and transferred to Key 22311

Phase Change Amount:	\$ (1,607,817)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,607,817)
Phase Change Percent:	0%	0%	0%	0%	0%	0%	-100%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revised Match Percent:	0.00%	N/A	N/A	N/A	N/A	N/A	0%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						N/A
Federal Funds Obligated:						N/A
Initial Obligation Date:						Other Notes Transfer to Key 22311 to become part of the SFY 24 UPWP Master Agreement list of approved projects
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment advances the project and funds from the non-constrained FFY 2025 year forward to the constrained year of FFY 2023. The scope and funds are then being combined into Key 22311 which is also part of this amendment bundle. As a result, Key 22152 programming level is reduced to \$0.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance
Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes.
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.
6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program

Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning 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.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement

2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects
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Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

ODOT Key: 22152 | MTIP ID: 71132
Regional MPO Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$1,442,694	\$165,123		\$1,607,817	<input type="checkbox"/>
	2023	STBG-URBAN	\$1,442,694	\$165,123		\$1,607,817	
Totals >>			\$1,442,694	\$165,123	\$0	\$1,607,817	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: The allocated RFFA Step 1 STBG-U funds for various annual UPWP planning needs will be used as part of the SFY 2024 UPWP Master Agreement. As a result, they are being into Key 22311 which will become the Metro SFY 24 UPWP Master Agreement list of approved projects



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
ADD & COMBINE**
Combine into 22311 scope & funds
from Keys 22146, 22170, & 22152

Lead Agency: Metro		Project Type:	Other	ODOT Key:	22311
Project Name: Portland Metro Planning SFY24	4	Fiscal Constraint Cat:	Planning	MTIP ID:	71132
		ODOT Type	TBD	Status:	0
Project Status: 0 = No activity.		Performance Goal:	N/A	Comp Date:	9/30/2024
		Capacity Enhancing:	No	RTP ID:	11103
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:	No	Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	Metro	TSMO Cycle	N/A
		Funding Type:	STBG	RFFA ID:	50416
		State Highway Route	No	RFFA Cycle:	2022-24
		Mile Post Begin:	N/A	UPWP:	Yes
Mile Post End:	N/A	UPWP Cycle:	SFY 24		
Length:	N/A	Past Amend:	1		
Flex Transfer to FTA	No	Council Appr:	Yes		
FTA Conversion Code:	N/A	Council Date:	2/9/2023		
1st Year Program'd:	2023	OTC Approval:	No		
Years Active:	1	OTC Date	N/A		
		STIP Amend #: TBD		MTIP Amnd #: JA23-05-JAN	

Detailed Description: Key 21849 will be used to combine SFY allocated 5303 and STBG in Key 22152 and possible other planning keys dedicated to UPWP activities in SFY 2024 (FFY 2023). The Combination amendment for SFY 24 UPWP should occur around March 2023. Key 21849 will become the final approval "Key" for the SFY 24 UPWP Master Agreement list of projects to be obligated by the end of June 2023. The UPWP MA project list are recurring annual planning projects Metro must complete by CFR requirements and unique 1-year Metro led/non-consultant driven projects. Inclusion of specific projects are through the annual UPWP process.

Key 22311 will become the SFY 2024 UPWP Master Agreement list of approved projects based on the final approved annual UPWP. RFFA Step 1 STBG funding is allocated to various UPWP projects which are now being combined into Key 22311. This includes STBG from Keys 22146, 22170, and 22152. PL and 5303 funds are adjusted based on revised approved funding allocations.

STIP Description: TBD

Last Amendment of Modification: Formal - ADD NEW PROJECT: Adding a new project to the FY 2021-24 MTIP which includes required UPWP planning fund estimates of PL and 5303 for Metro for SFY 24 (FFY 2023)

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
PL	Z450	2023	\$ 2,107,855					\$ -
PL	Z450	2023	\$ 2,636,693					\$ 2,636,693
5303	Z77D	2023	\$ 620,694					\$ -
5303	Z77D	2023	\$ 1,337,453					\$ 1,337,453
State STBG	Y240	2023	\$ 201,892					
STBG-U	Y230	2023	\$ 1,713,554					\$ 1,713,554
								\$ -
PL & 5303 increase per revised updates. Match for PL is from ODOT State STBG. STBG-U is added from multiple sources							Federal Totals:	\$ 5,687,700
State Funds								
State (PL)	Match	2023	\$ 241,253					\$ -
State (PL)	Match	2023	\$ 301,782					\$ 301,782
State (St STBG)	Match	2023	\$ 23,108					\$ 23,108
								\$ -
							State Total:	\$ 324,890

Local Funds							
Local (5303)	Match	2023	\$ 71,041				\$ -
Local (5303)	Match	2023	\$ 153,077				\$ 153,077
Local (STBG-U)	Match	2023	\$ 196,124				\$ 196,124
							\$ -
Local Total							\$ 349,201
Phase Totals Before Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ 3,040,843
Phase Totals After Amend:			\$ 6,563,683	\$ -	\$ -	\$ -	\$ 6,563,683
Total Project Cost Estimate (all phases):							\$10+ million
Year of Expenditure Cost Amount:							\$10+ million

Programming Summary Details							
Why project is short programmed: This amendment is one of multiple that will occur as the SFY 24 UPWP approved budget is under development. However, Keys 22146, 22152, and 22170 will be committed to the UPWP Master Agreement list of final approved projects. Additional STBG and local overmatch will be added to Key 22311 per the developed and approved SFY 2024 UPWP budget.							
Phase Change Amount:	\$ 3,522,840	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,522,840
Phase Change Percent:	116%	0%	0%	0%	0%	0%	116%
Revised Match Federal:	\$ 674,091	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 674,091
Revised Match Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%

Phase Obligations and Expenditures Summary						
Item	Planning	PE	ROW	Other/Utility	Construction	Federal Aid ID
Total Funds Obligated:						TBD
Federal Funds Obligated:						TBD
Initial Obligation Date:						Other Notes ODOT's contribution is added in the form of State STBG. STBG-U from Keys 22146, 22152, and 22170 is being added now.
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: The formal amendment adds and combines STBG-U from Keys 22146, 22170, and 22152. It also updates the PL and 5303 funding levels per ODOT allocation updates. State STBG is also being added as part of their annual contribution. This amendment is the first of a possible two formal amendments needed to add the approved funding to the FY 2024 UPWP Master Agreement list of projects. Still to determine will be the required STBG-U in support of Next Corridor Planning activities. Local overmatch also will need to be added once the final SFY 24 UPWP budget is developed and approved.
4	MTIP Programming Submitted Supporting Documentation: Preliminary UPWP Available Revenues Summary and UPWP Budget Guidance

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes.
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? January 4, 2023 to February 2, 2023
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? No significant comments are expected. Any received will be logged and documented. They be forward on to Metro Communications staff for their review and evaluation as well. Appropriate replies with occur as needed.

6	Added clarifying notes: The funding represent personnel administrative costs to manage the Metro TSMO/ITS regional program
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Fiscal Constraint Consistency Check Areas

1	Will Performance Measurements Apply? No. This is a planning project. Performance measurement goals do not apply to UPWP planning projects.
2A	Does the amendment include fiscal updates? Yes. The funds are being advanced and combined into Key 22311.
2B	What is the funding source for the project? Metro STBG, RFFA Step 1 funds supporting the Metro UPWP
2C	Was the Proof-of Funding requirement satisfied and how? A review of preliminary SFY 2024 UPWP revenues and the official practice of combining these and other administrative type UPWP funds into the Master Agreement project key.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas

1A	RTP ID and Name: ID# 11103 - Regional MPO Activities for 2018-2027
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? 40 CFR 93.126, Table 2
2B	What is the exception category per the regulation: Other - Planning and technical studies.
3A	Is the project considered capacity enhancing? No
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #11 - Transparency and Accountability - Objective 11.2 Performance-Based Planning 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.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The project is a planning project and well less than 100 million dollars.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: Yes, but as part of the SFY 24 UPWP update
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes. Advancing and combining Key 22146 into Key 22311 is a positioning amendment for the later UPWP budget and project list. Fund obligation and follow-on expenditures will occur per the final executed UPWP Master Agreement
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Master Agreement list of approved UPWP projects

Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation? No - N/A
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)? No, N/A
2B	What is the Metro modeling designation? Not applicable
3	Is the project designated as a Transportation Control Measure (TCM)? No
4	Is the project location identified on a Congestion Management Plan route? No

Fund Type Codes References

PL	Federal planning funds appropriated to the State DOT and then with a portion allocated to the MPOs in support of regional planning and UPWP needs. The federal portion is normally 89.73% with the match at 10.27%. In the Metro region, the match is provided by ODOT
5303	Federal FTA based planning funds. The funds are appropriated to the states and then allocated to the MPOs. 5303 funds support a wide range of planning activities are eligible under this program and include the development of transportation plans and programs, planning, design, and evaluation of a public transportation project, and technical studies related to public transportation. The federal share is normally 89.73% with a match requirement of 10.27%.
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Other	Normally local funds above the minimum match requirement committed by the lead agency to the project. Also referred to as "overmatch" funds
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects. STBG is a flexible federal funding program and can be applied to many areas. See added description under STBG-U funds.
State	General state funds committed to the project normally to support the match requirement against the federal funds.
STBG-U	(Metro STBG) Federal Surface Transportation Block Grant funds appropriated to ODOT and with a portion allocated under a formula to the MPOs and then committed to eligible projects via a discretionary award process. STBG may also be used in support of UPWP planning projects. STBG provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

FINAL NUMBERS FOR SFY 24				
Attachment A				
FEDERAL AND STATE FUNDING FOR TRANSPORTATION PLANNING PROGRAMS FOR OREGON'S				
URBANIZED AREA				
FEDERAL FISCAL YEAR 2023 (State Fiscal Year 2024)				
FUND TYPE	FEDERAL SHARE	STATE MATCH	LOCAL MATCH	TOTAL
Portland Metro Agreement No.				
FY 2024 PL (#22311)	2,316,577.14	265,142.62	0	2,581,719.76
FY 2022 PL Savings (Move from #20597 to #22311)	320,115.58	36,638.66	0	356,754.24
FY 2024 ODOT's STBG Funds (#22311)	201,892.50	23,107.50		225,000.00
FY 2022 STBG Savings (Move from #20597 to #22311)	286,903.88		32,837.43	319,741.31
FY 2024 5303 Funding (#22311)	766,102.05		87,683.81	853,785.86
FY 2022 5303 Saving (#20597 move saving to #22311)	571,350.55		65,393.63	636,744.18
Metro Total	4,462,941.70	324,888.78	185,914.87	4,973,745.35

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ODOT Key: 22170 | MTIP ID: 71125

TSMO Administration (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Other (explain)	2025		\$194,369	\$22,246		\$216,615	<input type="checkbox"/>
	2023	STBG-URBAN	\$194,369	\$22,246		\$216,615	
Totals >>			\$194,369	\$22,246	\$0	\$216,615	

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ODOT Key: 22152 | MTIP ID: 71132

Regional MPO Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$1,442,694	\$165,123		\$1,607,817	<input type="checkbox"/>
	2023	STBG-URBAN	\$1,442,694	\$165,123		\$1,607,817	
Totals >>			\$1,442,694	\$165,123	\$0	\$1,607,817	

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ODOT Key: 22146 | MTIP ID: 71119

Freight and Economic Development Planning (FFY 2023) - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2025		\$76,491	\$8,755		\$85,246	<input type="checkbox"/>
	2023	STBG-URBAN	\$76,491	\$8,755		\$85,246	
Totals >>			\$76,491	\$8,755	\$0	\$85,246	

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ODOT Key: 22311 | MTIP ID: 71225

Portland Metro Planning SFY24 - Cycle 2021-26

Current Programming

phase	year	fund type	federal amount	minimum local match	other amount	total	hold from mtip
Planning	2023		\$2,728,549	\$312,294		\$3,040,843	<input type="checkbox"/>
	2017	Metro Planning (Z450)	\$2,107,855	\$241,253		\$2,349,108	
	2018	Metro PL (5303)	\$620,694	\$71,041		\$691,735	
Totals >>			\$2,728,549	\$312,294	\$0	\$3,040,843	

2021-2026 MTIP Formal Amendment - Exhibit A

January 2023 Formal Amendment for FFY 2023 - Amendment Number JA23-05-JAN

Summary Reason for Change: PBOT has agreed to treat Lombard St as a pilot project to evaluate and streamlining PBOT ADA permitting process. As a result, Key 22469 name, scope and funding is being adjusted to reflect the updated expedited process. \$1.6 million is also added from ADA program.



**Metro
2021-26 Metropolitan Transportation Improvement Program (MTIP)
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment
SCOPE & COST CHANGE**
Delete US99E scope & ROW, adjust
Name, and increase funding

Lead Agency: ODOT		Project Type:	Highway	ODOT Key:	22469
Project Name: US30BY & OR99E Curb Ramps (Portland) US30BY Curb Ramps (Portland)	5	Fiscal Constraint Cat:	SM&O	MTIP ID:	71259
		ODOT Type	ADAP	Status:	6
Project Status: 6 = Pre-construction activities (pre-bid, construction management oversight completion of utility relocation activities, etc.).		Performance Goal:	Safety	Comp Date:	12/31/2027
		Capacity Enhancing:	No	RTP ID:	12095
		Conformity Exempt:	Yes	RTP Approval:	12/6/2018
		On CMP:		Trans Model:	12/6/2018
		30 Day Notice Begin:	1/4/2023	TCM:	No
		30 Day Notice End:	2/2/2023	TSMO Award	No
		Funding Source	ODOT	TSMO Cycle	N/A
		Funding Type:	AC-STBGS	RFFA ID:	N/A
Short Description: Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	US30B	State Highway Route	OR99E	RFFA Cycle:	N/A
	4.50	Mile Post Begin:	1.45	UPWP:	No
	5.35	Mile Post End:	4.57	UPWP Cycle:	N/A
	0.85	Length:	0.00	Past Amend:	3
		Flex Transfer to FTA	No	Council Appr:	Yes
		FTA Conversion Code:	N/A	Council Date:	12
		1st Year Program'd:	2023	OTC Approval:	No
	Years Active:	1	OTC Date	N/A	
	STIP Amend #: 21-24-3009			MTIP Amnd #: JA23-05-JAN	

Detailed Description: On US30BY (~~NE Lombard St~~), ~~and OR99E~~ at multiple site locations in Portland, ~~Milwaukie, and Oregon City~~, construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards and reduce mobility barriers and make state highways more accessible to disabled persons (2-2022 Admin Mod splits and reprograms funding and deliverables among three existing projects Keys 22468, 22469, and 22470. Scope remains unchanged) (1/23 FA = drops OR99E Scope)

STIP Description: Construct curb ramps to meet compliance with the Americans with Disabilities Act (ADA) standards.

Last Amendment of Modification: Administrative - June 2022 - AM22-23-JUN3 - PHASE SLIP: Slip ROW, UR, and Construction phases from FFY 2022 to FFY 2023 due to unresolved project issues delaying implementation

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
AC-STBGS	ACP0	2023	-		\$ 269,190			\$ -
AC-STBGS	ACP0	2023				\$ 43,968		\$ -
State STBG	Y240	2023				\$ 43,968		\$ 43,968
AC-STBGS	ACP0	2023					\$ 897,300	\$ -
State STBG	Y240	2023					\$ 2,602,170	\$ 2,602,170
								\$ -
							Federal Totals:	\$ 2,646,138
State Funds								
State	Match	2023			\$ 30,810			\$ -
State	Match	2023				\$ 5,032		\$ 5,032
State	Match	2023					\$ 102,700	\$ -
State	Match	2023					\$ 297,830	\$ 297,830
								\$ -
							State Total:	\$ 302,862
Local Funds								
								\$ -
								\$ -
Other funds = local overmatch contribution							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ -	\$ -	\$ 300,000	\$ 49,000	\$ 1,000,000	\$ 1,349,000	
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ 49,000	\$ 2,900,000	\$ 2,949,000	
Total Project Cost Estimate (all phases):							\$	2,949,000
Year of Expenditure Cost Amount:							\$	2,949,000

Programming Summary Details

Why project is short programmed: The project is not short programmed.

Phase Change Amount:	\$ -	\$ -	\$ (300,000)	\$ -	\$ 1,900,000	\$ 1,600,000
Phase Change Percent:	0%	0%	-100%	0%	190%	119%
Revised Match Federal:	\$ -	\$ -	\$ -	\$ 5,032	\$ 297,830	\$ 302,862
Revised Match Percent:	N/A	N/A	0%	10.27%	10.27%	10.27%

Phase Obligations and Expenditures Summary

Item	Planning	PE	ROW	Other/Utility	Construction	
Total Funds Obligated:						Federal Aid ID
Federal Funds Obligated:						S081(083)
Initial Obligation Date:						Other Notes: ADA scope improvements remain unchanged, but the quantity and location changes
EA Number:						
EA Start Date:						
EA End Date:						
Known Expenditures:						

MTIP Programming Consistency Check Details and Glossary

General Areas

1	Phase funding fields: Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.
2	Amendment Purpose: The purpose of an MTIP amendment is normally to add a new project due to required federal review actions involving the MTIP and STIP, or complete required changes to the project (name description, or funding) to meet the project's next federal approval delivery step.
3	This amendment to the MTIP completes what action: PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting. As a result, Key 22469's scope, name, and funding are being adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated. The cost increase along with the scope update triggers the need for a formal amendment.
4	MTIP Programming Submitted Supporting Documentation: STIP Summary Report, STIP Impacts Worksheet, project location map.

Public Notification and Comment Process:	
5A	Was a 30 Public Notification/Opportunity to Comment Period Required? Yes
5B	What were the 30 day Public Notification/Opportunity to Comment Start and end dates? January 4, 20223 through February 2, 2024
5C	Was the Public Notification/Opportunity to Comment period completed consistent with the Metro Public Participation Plan? Yes
5D	Was the Public Notification/Opportunity to Comment period included on the Metro website allowing email submissions as comments? Yes
5E	Were there a significant amount of comments received requiring a comments log summary provided to Metro Communications Staff? Any significant comments are included in a public notification comment log and passed on to Metro communications staff, and/or ODOT public information contacts to determine appropriate replies. For this specific project, no significant comments are expected.
6	Added clarifying notes:

Fiscal Constraint Consistency Check Areas	
1	Will Performance Measurements Apply? Yes, Safety
2A	Does the amendment include fiscal updates? Yes
2B	What is the funding source for the project? Available funding from the ODOT ADA program
2C	Was the Proof-of Funding requirement satisfied and how? Acknowledgement from ADA Program that the funds are available to the project.
2D	Was overall fiscal constraint demonstrated? Yes.

RTP Consistency Check Areas	
1A	RTP ID and Name: ID# 12095 - Safety & Operations Projects
1B	RTP Project 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.
2A	Is the project exempt per 40 CFR 93.126, Table 2 or 40 CFR 92.127, Table 3? Yes, the project is exempt per 40 CFR 93.126, Table
2B	What is the exception category per the regulation: Table 2 - Safety - Projects that correct, improve, or eliminate a hazardous location or feature.
3A	Is the project considered capacity enhancing? No. The project is not capacity enhancing.
3B	If capacity enhancing, did the project complete required transportation demand modeling through the RTP Update or via an RTP amendment? N/A
3C	Is Air Quality analysis required? No. The Metro MPA has obtained conformity attainment. Special air quality analysis requirements do not apply.
3D	Is an Air Quality analysis approval date required? No. If the project is capacity enhancing, then transportation modeling analysis was completed as part of the RTP update. The RTP approval date 12/6/2018 can be considered the date for the completion of any required transportation demand modeling requirements for projects if they are capacity enhancing.
4	What RTP Goal(s) does the project support? Goal #5 - Safety and Security: Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.
5	Does the project require a special performance assessment evaluation as part of the amendment? (applies to capacity enhancing projects, \$100 million or greater, and regionally significant). No. The Performance Evaluation Assessment requirement does not apply for this project.

UPWP Consistency Check Areas

1A	Does the MTIP action also require an UPWP amendment: No. The project is not part of the UPWP.
1B	Can the MTIP amendment proceed ahead of the UPWP amendment? Yes.
2	What UPWP category does the project fit under (e.g. Master Agreement, Metro Funded Regionally Significant, or Non-Metro Funded Regionally Significant)? Not applicable

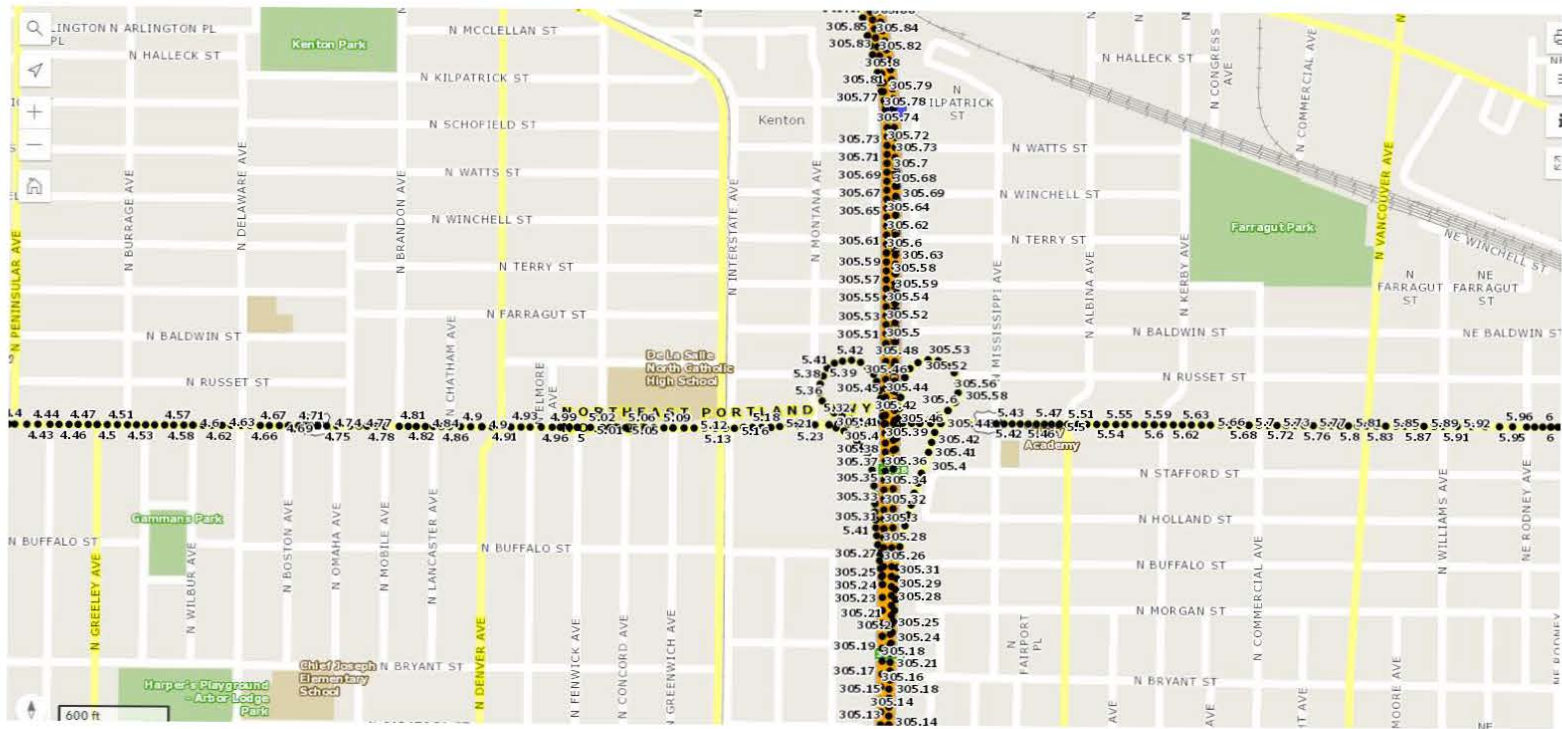
Other Review Areas

1	Is the project location identified on the National Highway System (NHS), and what is its designation?
2A	Is the project location identified as part of one or more of Metro Modeling Networks, and which one(s)?
2B	What is the Metro modeling designation?
3	Is the project designated as a Transportation Control Measure (TCM)?
4	Is the project location identified on a Congestion Management Plan route?

Fund Type Codes References

ADVCON	A general Federal Advance Construction fund type placeholder used by ODOT when the expected federal fund code (e.g. HSIP, NHPP) is not available or designated yet. ODOT covers the initial expenditures allowing the phase obligation to occur. Later the federal conversion fund code is assigned.
AC-STBGS	Federal Advance Construction fund type code with the anticipated federal conversion code identified. For AC-STBGS, the anticipated conversion code is State STBG
State STBG	Federal Surface Transportation Block Grant funds appropriated to ODOT and committed to eligible projects
State	General state funds committed to the project normally to support the match requirement against the federal funds.

Fund Codes											
Phase	Fund Code	Description	ICA P	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
RW	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA		0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	RW Totals			0.00%	0.00		0.00		0.00		0.00
UR	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA		100.00%	49,000.00	89.73%	43,967.70	10.27%	5,032.30	0.00%	0.00
	UR Totals			100.00%	49,000.00		43,967.70		5,032.30		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex I/JA		100.00%	2,900,000.00	89.73%	2,602,170.00	10.27%	297,830.00	0.00%	0.00
	CN Totals			100.00%	2,900,000.00		2,602,170.00		297,830.00		0.00
Grand Totals					2,949,000.00		2,646,137.70		302,862.30		0.00





Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Memo

Date: January 20, 2023
To: Metro Council and Interested Parties
From: Ken Lobeck, Funding Programs Lead
Subject: January FFY 2023 MTIP Formal Amendment & Resolution 23-5308 Approval Request

FORMAL MTIP AMENDMENT STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADVANCING METRO ELIGIBLE UNIFIED PLANNING WORK PROGRAM (UPWP) PROJECTS FOR INCLUSION IN THE STATE FISCAL YEAR 2024 UPWP AND COMPLETING A SCOPE CHANGE FOR AN ODOT AMERICANS WITH DISABILITIES CURBS AND RAMPS PROJECT

BACKGROUND

What This Is:

The January FFY 2023 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle is primarily a positioning amendment supporting the development of the State fiscal Year (SFY) Unified Planning Work Program (UPWP). The January FFY 2023 Formal MTIP Amendment also completes a necessary scope and cost change to one of ODOT's Americans with Disabilities (ADA) projects. The summary of changes includes the following:

- Three Metro Regional Flexible Fund Allocation (RFFA) Step 1 UPWP program allocations for the SFY 24 UPWP (Freight/Goods Movements administration (Key 22146), TSMO administration (Key 22170), and the FFY 2023 UPWP STBG Regional Planning allocation (in Key 22152) are being advanced from non-constrained out-tears of the MTIP and combined into Key 22311.
- Key 22311 will function as the primary SFY 2024 UPWP project containing all approved UPWP projects part of the Master Agreement with ODOT.
- The ODOT State contribution is being added to Key 22311.
- Finally, Federal Highways based "PL" planning funds, and Federal Transit based Administration Section 5303 funding levels are being updated per revised authorized amounts to the MPOs.
- The fifth project in the bundle is an ODOT ADA improvement project on US30BY and OR99E is completing a scope and cost change to drop the OR99E portion and adjust the costs for the remaining US30BY ADA improvement portion.

What is the requested action?

JPACT approved TPAC's recommendation on January 19, 2023 and now recommends Metro Council provide the final approval for Resolution 23-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.

A summary of the projects and amendment actions within the bundle are shown on the next pages.

December FFY 2023 Formal Transition Amendment Bundle Contents				
Amendment Type: Formal/Full				
Amendment #: JA23-05-JAN				
Total Number of Projects: 5				
Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
(#1) ODOT Key # 22146 MTIP ID 71119	Metro	Freight and Economic Development Planning (FFY 2023)	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22146 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#2) ODOT Key # 22170 MTIP ID 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. (FY 2023 allocation year)	<u>ADVANCE & COMBINE</u> Key 22170 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#3) ODOT Key # 22152 MTIP ID 71132	Metro	Regional MPO Planning (FFY 2023)	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)	<u>ADVANCE & COMBINE</u> Key 22152 is being advanced to FFY 2023 and combined into Key 22311 to be part of the SFY 2024 UPWP Master Agreement project list
(#4) ODOT Key # 22311 MTIP ID: 71225	Metro	Portland Metro Planning SFY24	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)	<u>ADD & COMBINE</u> Key 22311 adds the ODOT contribution (State STBG) to the SFY 24 UPWP Master Agreement and combines STBG-U from Keys 22146, 22152, and 22170.
(#5) ODOT Key # 22469 MTIP ID: 71259	ODOT	US30BY & OR99E Curb Ramps (Portland) US30BY Curb Ramps (Portland)	Construct to American Disabilities Act (ADA) standards, curbs and ramps at multiple locations along OR99E and US30BY to reduce mobility barriers and make state highways more accessible to disabled persons	<u>SCOPE & COST CHANGE:</u> PBOT will use Lombard as a pilot project for streamlining and expediting ADA permitting for Lombard project. As a result, Key 22469's scope, name, and funding is being

				adjusted. An additional \$1.6 million is being pulled from the ADA program to address the revised cost to US30BY locations. The OR99E segment is being eliminated.
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AMENDMENT BUNDLE SUMMARY:

A total of five projects are included in the January FFY 2023 MTIP Formal Amendment bundle. The amendment bundle is proceeding under amendment number JA23-05-JAN. All changes are to existing projects. There are no new projects included in the bundle. All projects completed a 30-day public notification/opportunity to comment period consistent with Metro’s Public Participation Plan. The public comment period opened on January 4, 2023 and closed on February 2, 2023.

JPACT January 19, 2023 Meeting Summary:

The January 2023 Formal MTIP Amendment bundle under Resolution 23-5308 was included in the JPACT agenda as a consent item. JPACT approved the item on the consent calendar without discussion.

TPAC January 6, 2023 Meeting Summary:

Ken Lobeck, Metro Funding Lead provide TPAC members with an overview of the January MTIP Formal Amendment bundle. Ken explained that four of the five projects involve advancing and combining projects in support of the SFY 2024 UPWP. The fifth project involves a needed scope and cost change to the ODOT US30BY/OR99E ADA Curbs and Ramps project which requires a scope change to remove the OR99E portion and a cost update.

A question was raised to clarify why the UPWP projects were programmed in FFY 2025 and are now being advanced from to FFY 2023. Ken explained that normally are programed in their expected year of obligation. However, the UPWP is a fluid document and the annual planning needs and funding requirements change from year to year. To avoid conflicts with the annual Obligation Targets and to provide added flexibility to the UPWP, many of the STBG funded UPWP projects were pushed out to FFY 2025. They are then advanced as required to their specific year of obligation once it’s clear through the UPWP budget development process that the funding is needed to support the annual UPWP. Ken added that this is a two-step amendment process, and few more project advancements will occur as part of the February 2023 Formal Amendment bundle.

With no further discussion, TPAC move and unanimously approved staff’s recommendation to provide JPACT an approval recommendation for Resolution 23-5308 and the five included projects.

A more detailed overview of each project amendment in the bundle begins on the next page.

<p>Project #1 Key 22146</p>	<p>Freight and Economic Development Planning (FFY 2023) (Advance & Combine) Lead Agency: Metro</p>
<p><u>Project Description:</u> Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)</p>	
<p>Identifications/Key Consistency Check Areas:</p> <ul style="list-style-type: none"> • Lead Agency: Metro • ODOT Key Number: 22146 • MTIP ID#: 71119 • RTP ID: 11103 • Proof-of Funding/Fiscal Constraint Demonstrated: Yes • Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements • OTC approval required: No. • Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects. • Special Amendment Performance Assessment Required: No. Same reason as for performance measurements. • Were overall RTP Consistency checks achieved and satisfactory? Yes • UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP • Can the required changes be made to the MTIP without issues? Yes 	
<p><u>Description of Changes</u></p> <p>The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.</p> <p>Each year Metro develops the annual Unified Planning Work Program (UPWP). As the MPO, Metro is required by the federal government to develop the Unified Planning Work Program each year with input from local governments, TriMet, the Oregon Department of Transportation, Federal Highway Administration and Federal Transit Administration. The program is a guide for transportation planning activities to be conducted over the course of each fiscal year (July 1 to June 30). The UPWP includes:</p> <ul style="list-style-type: none"> • Planning priorities for the region • Projects of regional significance: description, objectives, previous work, methodology, products expected, responsible entities, costs, funding sources and schedules • Transportation planning, programs, projects, research and modeling: participating entities, tasks and products for the coming year along with costs, funding sources and schedules. <p>The final approved UPWP and budget will include twenty or more planning projects. Some are required to remain as stand-alone projects and are programmed separately in the MTIP and STIP. The remaining UPWP projects are consolidated into a single Master Agreement list of approved projects. Rather than obligation eighteen or more separate projects and trying to manage their obligations and expenditures separately, they are combined into a single project and obligated together at the same time.</p>	

Developing the annual UPWP is a multi-step process which TPAC members participate. Initially, the projects are identified individually as a RFFA Step 1 approved allocation for their specific year. From there, the process refines the list and approved funding. The final product produces a summary budget table containing the project list. The below table is an example from the SFY 23 UPWP approved budget for reference.

As the annual budget table takes shape, related MTIP programming adjustments also begin occurring. The purpose is the position the required funding for the expected approved projects in the correct year, and begins the single-key programming consolidation for the Master Agreement list of approved projects. For the SFY 2024 UPWP Master Agreement list of approved projects, Key 22311 will be used as the single obligation project Key.

METRO	Requirements		Resources										
	Total Direct and Indirect Costs		PL	PL Match (ODOT)	5303	5303 Match (Metro)	STBG	STBG Match (Metro/ODOT)	FTA, FHWA, ODOT Discretionary Grants	FTA, FHWA, ODOT Grants Match (Metro)	Metro Direct Contribution	Local Support	Total
Regional Transportation Planning													
1	Transportation Planning	\$ 469,533					\$ 421,312	\$ 48,221					\$ 469,533
2	Climate Smart Implementation	\$ 478,854					\$ 69,858	\$ 7,996			\$ 401,000		\$ 478,854
3	Regional Transportation Plan Update 2023	\$ 2,632,643	\$ 289,828	\$ 33,172			\$ 539,089	\$ 61,701			\$ 1,458,853	\$ 250,000	\$ 2,632,643
4	Metropolitan Transportation Improvement Program	\$ 1,615,520	\$ 1,243,227	\$ 142,293			\$ 1,243,227	\$ 142,293			\$ 230,000		\$ 1,615,520
5	Air Quality Program	\$ 26,918					\$ 24,153	\$ 2,764					\$ 26,918
6	Regional Transit Program	\$ 384,984					\$ 121,121	\$ 13,863			\$ 250,000		\$ 384,984
7	Regional Freight Program	\$ 215,337					\$ 193,222	\$ 22,115					\$ 215,337
8	Complete Streets Program	\$ 126,635					\$ 113,630	\$ 13,005					\$ 126,635
9	Regional Travel Options and Safe Routes to School Program	\$ 3,804,676							\$ 3,642,938	\$ 161,738			\$ 3,804,676
10	Transportation System Management & Operations - Regional Mobility Program	\$ 310,438					\$ 278,556	\$ 31,882					\$ 310,438
11	Enhanced Transit Concepts Program	\$ 2,513,252									\$ 2,513,252		\$ 2,513,252
12	Regional Freight Delay and Commodities Movement Study	\$ 130,000					\$ 116,649	\$ 13,351					\$ 130,000
13	Economic Value Atlas Implementation	\$ 66,491					\$ 59,663	\$ 6,828					\$ 66,491
14	Regional Emergency Transportation Routes Phase 2	\$ 138,216									\$ 138,216		\$ 138,216
	Regional Transportation Planning Total:	\$ 12,913,498	\$ 1,533,055	\$ 175,465	\$ -	\$ -	\$ 1,937,253	\$ 221,727	\$ 3,642,938	\$ 161,738	\$ 4,853,105	\$ 388,216	\$ 12,913,498
Regional Corridor/Area Planning													
1	Investment Areas Corridor Refinement and Project Development	\$ 547,668									\$ 547,668		\$ 547,668
2	Southwest Corridor Transit Project	\$ 537,215							\$ 413,750	\$ 97,218	\$ 26,248		\$ 537,215
3	Columbia Connects	\$ 133,136					\$ 119,463	\$ 13,673					\$ 133,136
4	City of Portland Transit and Equitable Development Assessment	\$ 50,000							\$ 50,000				\$ 50,000
5	TV Highway Transit and Development Project	\$ 1,089,418					\$ 224,043	\$ 25,643	\$ 425,000	\$ 47,222	\$ 367,511		\$ 1,089,418
6	Westside Multimodal Improvements Study	\$ 267,681							\$ 125,000				\$ 267,681
7	82nd Ave	\$ 817,401					\$ 244,697	\$ 28,007			\$ 544,697		\$ 817,401
	Regional Corridor/Area Planning Total:	\$ 3,442,518	\$ -	\$ -	\$ -	\$ -	\$ 588,202	\$ 67,322	\$ 1,013,750	\$ 144,440	\$ 1,602,556	\$ 26,248	\$ 3,442,518
Administration & Support													
1	MPO Management and Services	\$ 473,552	\$ 349,842	\$ 40,041							\$ 83,669		\$ 473,552
2	Data Management and Visualization	\$ 1,695,045			\$ 461,429	\$ 52,813					\$ 1,180,804		\$ 1,695,045
3	Land Use and Socio-Economic Modeling Program	\$ 375,831			\$ 300,137	\$ 34,352					\$ 41,341		\$ 375,831
4	Travel Model Program	\$ 727,063	\$ 289,161	\$ 33,096	\$ 290,000	\$ 30,192					\$ 81,614		\$ 727,063
5	Oregon Household Travel and Activity Survey Program	\$ 237,514					\$ 213,121	\$ 24,393					\$ 237,514
6	Technical Assistance Program	\$ 111,759					\$ 100,281	\$ 11,478					\$ 111,759
7	Intergovernmental Agreement Fund Management	\$ 2,406,523									\$ 2,406,523		\$ 2,406,523
	Administration & Support Total:	\$ 6,027,287	\$ 639,003	\$ 73,137	\$ 1,051,566	\$ 120,356	\$ 313,403	\$ 35,870	\$ -	\$ -	\$ 3,793,951	\$ -	\$ 6,027,287
	GRAND TOTAL	\$ 22,383,303	\$ 2,172,058	\$ 248,602	\$ 1,051,566	\$ 120,356	\$ 2,838,858	\$ 324,920	\$ 4,656,688	\$ 306,178	\$ 10,249,612	\$ 414,464	\$ 22,383,303

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments

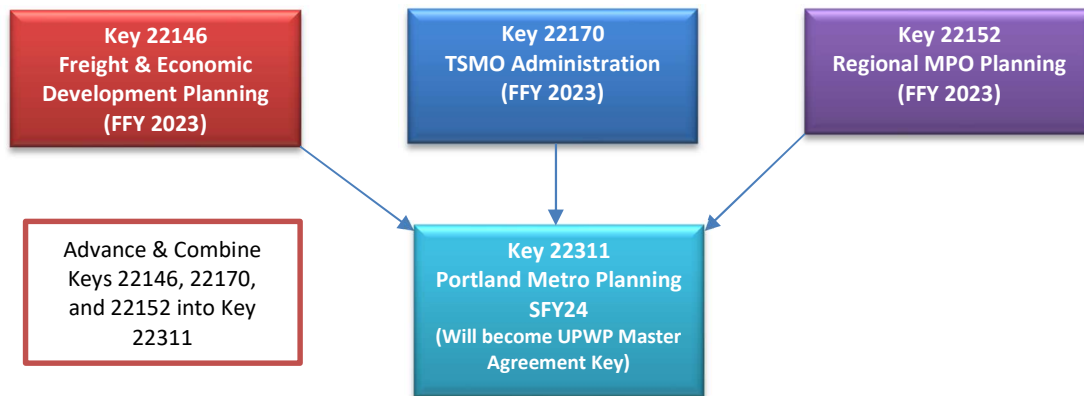


LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOES)			\$2,728,549	\$312,294	\$0	\$3,040,843

Since the UPWP includes federal Metro Surface Transportation Block Grant (STBG-U) funds, they federal funds are also part of Metro’s required annual Obligation Targets program. Unfortunately, the obligation targets must be completed and submitted to ODOT by the end of December. The UPWP budget is not completed until nearly March. Due to this disconnect, staff rely in a multi-step amendments process to complete the required adjustments once the projects are known and funding amounts for them are clear.

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22146 takes the allocated UPWP administrative funds for the Freight/Goods Movements program, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Existing MTIP Programming for Key 22146

- Scope and funds are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		Freight and Economic Development Planning (FFY 2023)				
Project IDs		Project Description			Project Type	
ODOT KEY	22146	Regional planning to support freight systems planning and economic development planning activities. (FY 2023 UPWP allocation year)			Freight	
MTIP ID	71119					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$76,491	\$8,755	\$0	\$85,246
FY 21-26 Totals			\$76,491	\$8,755	\$0	\$85,246
Estimated Project Cost (YOE\$)			\$76,491	\$8,755	\$0	\$85,246

Project #2 Key 22170	TSMO Administration (FFY 2023) (Advance & Combine) Lead Agency: Metro
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Project 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)

Identifications/Key Consistency Check Areas:

- Lead Agency: Metro
- ODOT Key Number: **22170**
- MTIP ID#: 71125
- RTP ID: 11104
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.
- Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.
- Were overall RTP Consistency checks achieved and satisfactory? Yes
- UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP
- Can the required changes be made to the MTIP without issues? Yes

Description of Changes

The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments

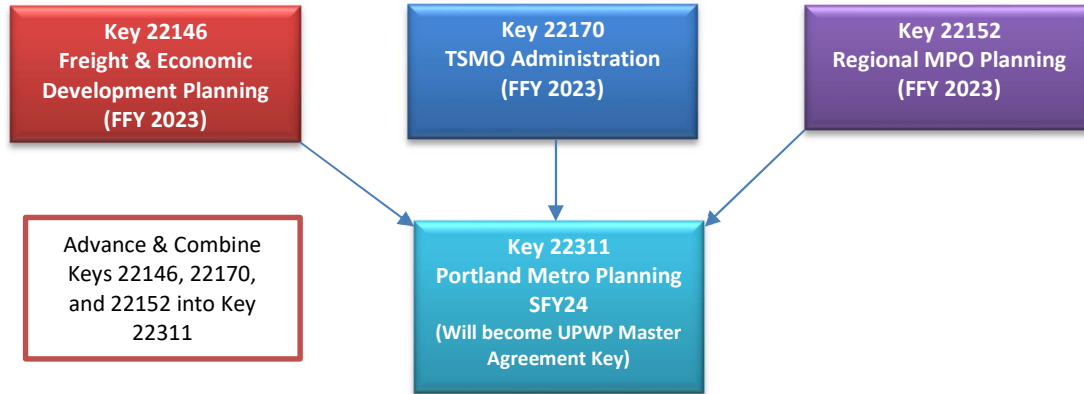


LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOES)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master

Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22170 takes the allocated UPWP administrative funds for the Transportation Systems Management and Operations (TSMO) program, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Existing MTIP Programming for Key 22170

- Scope and funding are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		TSMO Administration (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22170	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)				Transportation System Management Operations
MTIP ID	71125					
RTP ID	11104					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Other	2025	STBG-URBAN	\$194,369	\$22,246	\$0	\$216,615
FY 21-26 Totals			\$194,369	\$22,246	\$0	\$216,615
Estimated Project Cost (YOE\$)			\$194,369	\$22,246	\$0	\$216,615

Project #3 Key 22152	Regional MPO Planning (FFY 2023) (Advance & Combine) Lead Agency: Metro
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Project Description:

Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)

Identifications/Key Consistency Check Areas:

- Lead Agency: Metro
- ODOT Key Number: **22152**
- MTIP ID#: 71132
- RTP ID: 11103
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.
- Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.
- Were overall RTP Consistency checks achieved and satisfactory? Yes
- UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP
- Can the required changes be made to the MTIP without issues? Yes

Description of Changes

The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.

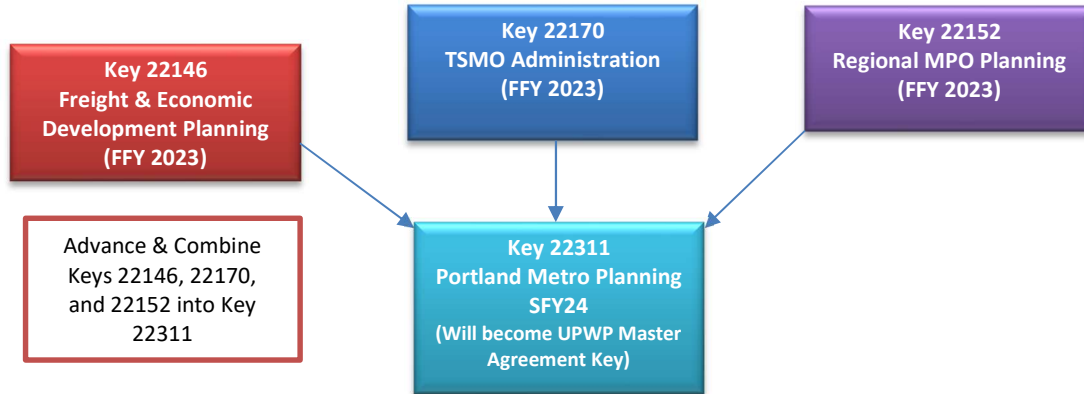
2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments



LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description				Project Type
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)				Other
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (YOES)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22152 takes the allocated UPWP Regional Planning STBG funds, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Existing MTIP Programming for Key 22152

- Scope and funding are being advanced and combined into Key 22311

LEAD AGENCY		Metro				
PROJECT NAME		Regional MPO Planning (FFY 2023)				
Project IDs		Project Description				Project Type
ODOT KEY	22152	Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)				Regional Program
MTIP ID	71132					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2025	STBG-URBAN	\$1,442,694	\$165,123	\$0	\$1,607,817
FY 21-26 Totals			\$1,442,694	\$165,123	\$0	\$1,607,817

Project #4 Key 22311	Portland Metro Planning SFY24 (Add & Combine) Lead Agency: Metro
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Project Description:

Funding to support transportation planning activities and maintain compliance with federal planning regulations. (FY2023 UPWP allocation year)

Identifications/Key Consistency Check Areas:

- Lead Agency: Metro
- ODOT Key Number: **22311**
- MTIP ID#: 71225
- RTP ID: 11103
- Proof-of Funding/Fiscal Constraint Demonstrated: Yes
- Conformity Status: Exempt from air quality analysis and transportation demand modeling requirements
- OTC approval required: No.
- Performance Measurements applicable: No. The project is a planning project. Performance measurements are not applicable to planning projects.
- Special Amendment Performance Assessment Required: No. Same reason as for performance measurements.
- Were overall RTP Consistency checks achieved and satisfactory? Yes
- UPWP approved project: Yes. The project allocation will support the development of the SFY 2024 UPWP
- Can the required changes be made to the MTIP without issues? Yes

Description of Changes

The formal amendment advances the project from the non-financially constrained year of FFY 2025 to FFY 2023 to be included in the SFY 2024 UPWP Master Agreement list of approved projects. Programming for UPWP Master Agreement will occur through Key 22311.

2021-2026 Metropolitan Transportation Improvement Program (MTIP)
Current Approved Project List with Approved Amendments

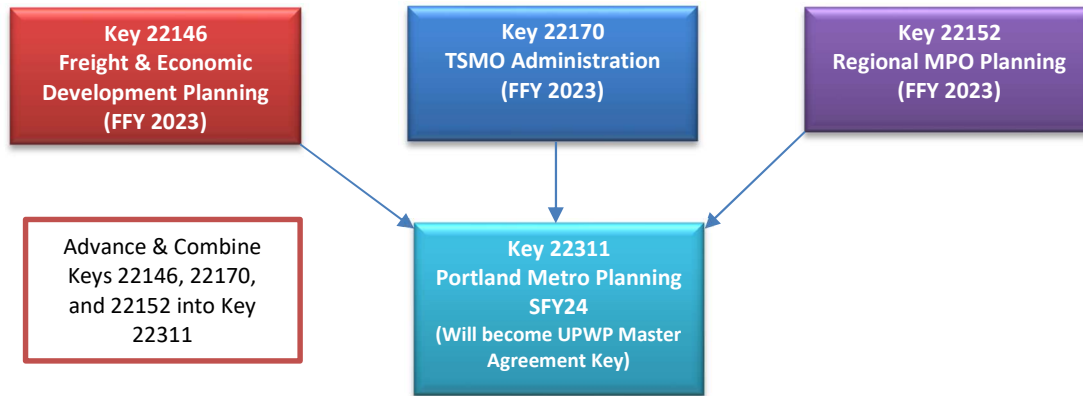


LEAD AGENCY		Metro				
PROJECT NAME		Portland Metro Planning SFY24				
Project IDs		Project Description			Project Type	
ODOT KEY	22311	Portland Metro MPO planning funds for SFY 24 (FFY 2023). Projects will be selected and support the annual Metro Unified Planning Work Program (UPWP)			Other	
MTIP ID	71225					
RTP ID	11103					
Phase	Year	Fund Type	Federal Amount	Minimum Local Match	Other Amount	Total Amount
Planning	2023	Metro Planning (Z450)	\$2,107,855	\$241,253	\$0	\$2,349,108
Planning	2023	Metro PL (5303)	\$620,694	\$71,041	\$0	\$691,735
FY 21-26 Totals			\$2,728,549	\$312,294	\$0	\$3,040,843
Estimated Project Cost (VOE\$)			\$2,728,549	\$312,294	\$0	\$3,040,843

The January FFY 2023 Formal MTIP Amendment is the first of multiple MTIP amendments that may be required to properly build Key 22311 with its final approved projects and required funding levels. This first amendment begins by positioning and known UPWP project funding in the correct obligation year, combining the UPWP Master

Agreement projects together into the single obligation key, and updates approved funding if known.

The action to Key 22152 takes the allocated UPWP Regional Planning STBG funds, advances them to FFY 2023, and combines them into Key 22311.



Support Item(s): Revised MTIP Programming for Key 22311

- PL and 5303 funds are updated per latest authorizations. STBG-U from Keys 22146, 22170, and 22152 are advanced and combined into Key 22311.

PROJECT FUNDING DETAILS								
Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (ITS)	Total
Federal Funds								
PL	Z450	2023	\$ 2,107,855					\$ -
PL	Z450	2023	\$ 2,636,693					\$ 2,636,693
5303	Z77D	2023	\$ 620,694					\$ -
5303	Z77D	2023	\$ 1,337,453					\$ 1,337,453
State STBG	Y240	2023	\$ 201,892					\$ 201,892
STBG-U	Y230	2023	\$ 1,713,554					\$ 1,713,554
PL & 5303 increase per revised updates. Match for PL is from ODOT State STBG. STBG-U is added from multiple sources							Federal Totals:	\$ 5,687,700
State Funds								
State (PL)	Match	2023	\$ 241,253					\$ -
State (PL)	Match	2023	\$ 301,782					\$ 301,782
State (st STBG)	Match	2023	\$ 23,108					\$ 23,108
							State Total:	\$ 324,890
Local Funds								
Local (5303)	Match	2023	\$ 71,041					\$ -
Local (5303)	Match	2023	\$ 153,077					\$ 153,077
Local (STBG-U)	Match	2023	\$ 196,124					\$ 196,124
							Local Total:	\$ 349,201
Phase Totals Before Amend:			\$ 3,040,843	\$ -	\$ -	\$ -	\$ -	\$ 3,040,843
Phase Totals After Amend:			\$ 6,563,683	\$ -	\$ -	\$ -	\$ -	\$ 6,563,683
Total Project Cost Estimate (all phases):								\$10+ million
Year of Expenditure Cost Amount:								\$10+ million

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 and eligible to be programmed in the MTIP.
- Passes fiscal constraint verification.
- 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
- Consistent with RTP project costs when compared with programming amounts in the MTIP
- If a capacity enhancing project, the project is identified in the approved Metro modeling network and has completed required air conformity analysis and transportation demand modeling
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- If not directly identified in the RTP’s constrained project list, the project is verified to be part of the MPO’s annual Unified Planning Work Program (UPWP) if federally funded and a regionally significant planning study that addresses RTP goals and strategies and/or will contribute or impact RTP performance measure targets.
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
- Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
- Reviewed and determined that Performance Measurements will or will not apply.
- Completion of the required 30-day Public Notification/Opportunity to Comment period:
- Meets MPO responsibility actions including project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the January FFY 2023 Formal MTIP amendment (JA23-05-JAN) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	December 30, 2022
• Initiate the required 30-day public notification process.....	January 4, 2023
• TPAC notification and approval recommendation.....	January 6, 2023
• JPACT approval and recommendation to Council.....	January 19, 2023
• Completion of public notification process.....	February 2, 2023
• Metro Council approval.....	February 9, 2023

Notes:

* The above dates are estimates. JPACT and Council meeting dates could change.

** 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 timeline is an estimation only):

- | <u>Action</u> | <u>Target Date</u> |
|---|-------------------------|
| • Final amendment package submission to ODOT & USDOT..... | February 15 ,2023 |
| • USDOT clarification and final amendment approval..... | Early to mid-March 2023 |

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:**
 - a. Parallels the development of the Metro SFY 2024 UPWP approved budget
 - b. MTIP programming is subordinate to UPWP budget approval.
 - c. MTIP programming will be adjusted to reflect the final approved SFY 2024 UPWP.

RECOMMENDED ACTION:

JPACT approved TPAC’s recommendation on January 19, 2023 and now recommends Metro Council provide the final approval for Resolution 23-5308 consisting of the five amended projects enabling further required UPWP updates to occur and allow ODOT to move forward with their US30BY ADA project.

No Attachments

Ordinance No. 22-1487, For the Purpose of Amending Metro Code Section 2.02.010
Ordinances (Second Reading)

Metro Council Work Session
Tuesday, February 9th, 2023

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO) ORDINANCE NO. 22-1487
CODE SECTION 2.02.010)
) Introduced by Chief Operating Officer
) Marissa Madrigal in concurrence with
Council President Lynn Peterson

WHEREAS, Metro Code Section 2.02.010 generally requires that the Metro Council approve written employment agreements with Metro staff; and

WHEREAS, Ordinance No. 14-1350 amended Metro Code Section 2.02.010 to allow the Metro Council to delegate the authority to the Chief Operating Officer to execute employment agreements in certain situations; and

WHEREAS, the Metro Council desires to continue to have the power to delegate authority to the COO to negotiate and execute employment agreements by resolution in certain situations; and

WHEREAS, the Metro Council also desires to clarify language in Metro Code Section 2.02.010 regarding the scope of delegation and execution of employment agreements; now therefore

BE IT RESOLVED that the Metro Council hereby ordains as follows:

The Metro Code Section 2.02.010 is amended as in Exhibit "A" attached to this Ordinance.

ADOPTED by the Metro Council this 9th day of February 2023.

Lynn Peterson, Council President

Attest:

Approved as to Form:

Connor Ayers, Recording Secretary

Carrie MacLaren, Metro Attorney

Chapter 2.02 Personnel Code

New language for Chapter 2.02 is indicated by underlined text, and deleted language is indicated by ~~strikethrough~~ text.

1. Amend Section 2.02.010 "Personnel Code" as follows:

Sections ~~2.02.001~~ 2.02.010 to 2.02.110 of this Metro Code ~~shall~~ will be known as and ~~may be~~ cited as the "Metro Personnel Code."

The provisions in this chapter do not ~~constitute~~ create a contract of employment. ~~Moreover, in order to meet future challenges, the~~ The Council retains the flexibility to change, substitute, and discontinue the policies and benefits described ~~herein in this chapter~~, at any time, with or without notice to employees. No person ~~shall~~ has, or will be ~~deemed considered~~ to have, a vested interest in, or legitimate expectation of, continued employment with Metro, or any policy or benefit described ~~herein in this chapter~~ or otherwise generally followed by Metro. No contract of employment can be created, nor can an employee's at-will status be modified, by any oral or written agreement, or course of conduct, except by a written agreement signed by the Council President or Chief Operating Officer and the employee, and subject to the approval of the Council.

Notwithstanding the ~~foregoing, however~~ above paragraph, the Metro Council may delegate by resolution to the Chief Operating Officer the authority to execute a written employment agreements on a case by case basis agreement for: (1) an individual Executive-level position, or as (2) for a group for Director of Executive-level employment agreements where positions in which all terms in those employment agreements are identical except salary for compensation. Any resolution delegating authority to the Chief Operating Officer to execute written employment agreements for a group of Executive-level positions must state the specific positions and the specific compensation-related provisions for which the delegation has been granted. An employment agreement may not be amended unless approved by the Metro Council.

(a) *Duties of Chief Operating Officer.* ~~Administration~~ The Chief Operating Officer administers and enforcement of enforces the personnel code ~~shall be the responsibility of~~. The Chief Operating Officer or ~~his or her designee~~ the Chief Operating Officer's designee, shall must:

- (1) Establish and maintain:
 - (A) A record of all employees in Metro service;
 - (B) The Metro employee classification plan;
 - (C) The salary plan and salary administration policies, including employee benefits.
- (2) Prepare ~~such~~ rules, policies, and procedures as are necessary to carry out the duties, functions, and powers of this personnel code, and to effectively administer Metro personnel.
- (3) Establish a system of personnel administration based on merit, governing recruitment, appointment, tenure, transfer, layoff, separation, and discipline of employees.

- (4) ~~Devise~~Develop and implement employee training programs, for the purpose of improving the quality of service rendered by Metro personnel.
 - (5) ~~Conduct labor negotiations~~Negotiate with the authorized ~~collective bargaining labor~~ representatives of Metro employees.
 - (6) Serve as the final grievance adjustment officer in personnel matters.
 - (7) ~~Make Report~~ quarterly ~~reports~~ to the Council regarding the personnel administration ~~of Metro~~.
- (b) The Metropolitan Exposition-Recreation Commission ~~shall~~must adopt personnel rules consistent with and subject to Metro Code Section 6.01.040 ~~of the Metro Code~~ notwithstanding any provision of this chapter to the contrary. The Chief Operating Officer ~~shall through the General Manager will~~ administer the policies adopted by the Commission through the General Manager. [Ordinance 05-1082, Sec. 1; Ordinance 09-1229, Sec. 2.]

2. Amend Section 2.02.030 "Definitions of Personnel Terms" as follows:

For the purposes of this chapter ~~unless the context requires otherwise, the following terms shall have the meanings indicated, unless the context requires otherwise:~~

Auditor means the elected Auditor of Metro or ~~his/her~~ Auditor's designee.

Chief Financial Officer means the person responsible for managing the financial affairs and budget of Metro and designated as such by the Chief Operating Officer.

Chief Operating Officer means the person holding the position of Chief Operating Officer established by Metro Code Section 2.20.010. ~~of the Metro Code~~.

Council means the elected governing body of Metro.

Department means a major functional unit of Metro as designated by the Chief Operating Officer.

Department Director means a person designated by the Chief Operating Officer to be responsible for the administration of a department ~~or his/her designee~~.

Employee means an individual who is salaried or who receives wages for employment with Metro.

Executive-level means any Department Director, Venue Director, Deputy Chief Operating Officer, and General Manager.

Full-time means a position in which the scheduled hours of work are 40 hours per week and which is provided for in the adopted budget.

Layoff means a separation from employment because of organizational changes, lack of work, lack of funds, or for other reasons not reflecting discredit upon the employee.

Part-time means a position in which the scheduled hours of work are less than 40 hours per week but at least 20 hours or more per week and which is provided for in the adopted budget.

Human Resources Director means the employee appointed by the Chief Operating Officer to

administer the provisions of this chapter, regardless of whether the person is also a Department Director.

Represented employee means an employee who is in a recognized or certified bargaining unit.

Separation is the cessation of employment with Metro not reflecting discredit upon the employee.

Status refers to the standing of an employee.

Termination means the cessation of employment with Metro. [Ord. 81-116, Sec. 6; Ord. 94-523B; Ord. 95-602A, Sec. 1; Ord. 02-965A, Sec. 1; Ord. 05-1082, Sec. 1.]

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 22-1487, FOR THE PURPOSE OF AMENDING METRO CODE SECTION 2.02.010

Date: December 15, 2022
Meeting Date: January 26, 2023

Prepared by: Carrie MacLaren, Metro
Attorney and Joyce Wan, Senior Attorney

ISSUE STATEMENT

Code Section 2.02.010 requires that the Metro Council approve all written employment agreements. In 2014, the Metro Code was amended to delegate authority to perform this function to the Chief Operating Officer (COO) in certain situations. While this approach has worked well, certain ambiguous terms in the Code now require clarification to ensure employment agreements at Metro remain consistent with the Code.

The amended language clarifies the following:

1. Employment agreements may be entered into for “Executive-level” positions (such as the Deputy Chief Operating Officer and General Manager of Visitor Venues, as well as directors). There was some question whether the existing description of “director level” was adequate to include venue directors or positions in classifications above a department director (e.g., Deputy Chief Operating Officer).
2. Any resolution delegating authority to the COO to execute employment agreements for a group of Executive-level positions must clearly identify the specific positions for which the delegation has been granted, as well as what specific compensation-related provisions the COO has authority to negotiate. For example, the resolution must state if the COO may only negotiate salary, or if the COO may negotiate other compensation-related items such as vacation as well as salary. This must be clearly stated in the resolution delegating authority to the COO.
3. Employment agreements may only be amended if approved and authorized by resolution by the Metro Council.
4. The terms of Executive-level employment agreements must be identical except for compensation (rather than salary).

As described, the purpose of the proposed amendments is to clarify ambiguities in the Code, not to change the meaning. Therefore, the COO may continue to seek the authority to execute employment agreements for either an individual Executive-level position, or a group of Executive-level positions. Such authority must be delegated by the Metro Council by resolution specifying the positions to which it applies.

In addition, the Office of Metro Attorney has reviewed the particular Code sections amended by Ordinance No. 22-1487 for plain and inclusive language best practices. The

intent and purpose of these amendments is to make the Code easier to read and understand, not to change the meaning. For example, passive voice has been removed, and legalese has been replaced with plain language words (e.g., “must” used in place of “shall”).

ACTION REQUESTED

Approve Ordinance No. 22- 1487 which amends code language as reflected in attached Exhibit “A.”

IDENTIFIED POLICY OUTCOMES

The COO would continue to have flexibility to negotiate and execute employment agreements for Executive-level positions using a form of agreement approved by the Metro Council. The COO would continue to also have the option to seek approval of employment agreements for an individual Executive-level position. Clarifies that any amendments to such agreements must be approved by Metro Council.

POLICY QUESTION(S)

None

Known Opposition: None

Legal Antecedents: Metro Code Section 2.02.010; Ordinance No. 14-1350

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Approve Ordinance No. 22- 1487

Reject Ordinance No. 22- 1487

ATTACHMENTS

Ordinance No. 22-1487

Exhibit A to Ordinance No. 22-1487

Budget Retreat Follow Up
Other Business

Metro Council Work Session
Tuesday, February 9th, 2023

BUDGET RETREAT FOLLOW UP

Date: February 1, 2023
Department: Office of the COO
Meeting Date: February 9, 2023

Prepared by: Val Galstad, 503-730-9855,
val.galstad@oregonmetro.gov
Presenter: Marissa Madrigal,
she/her/ella, Chief Operating Officer
Length: 45 minutes

ISSUE STATEMENT

On November 29, 2022, Metro Council and the Chief Operating Officer (COO) held a budget retreat to discuss the financial forecast, budget process and Councilor priorities. At the February 9, 2023 work session, the COO will summarize the budget retreat discussion, share how Councilor priorities will be used to develop a proposed budget and discuss next steps. During the budget retreat, Council also asked for a broader vision to inform work across the organization. The COO will introduce a process to articulate that vision for Metro, guiding work across departments and jurisdictions, with a particular focus on measuring the impacts of Metro's work. The COO proposes to develop Strategic Targets in alignment with the Strategic Framework and in priority areas, identified by Council, to guide Metro's work.

ACTION REQUESTED

Staff requests that Metro Council share any additional guidance for the COO as they develop the proposed budget for next fiscal year.

Staff also seeks Councilor input and feedback on the development of Strategic Targets to guide Metro's work.

IDENTIFIED POLICY OUTCOMES

With Councilor guidance, the proposed budget will reflect the priorities and values of Metro Council.

Council direction will drive development of Strategic Targets to guide Metro's work.

POLICY QUESTION(S)

Does the summary of priorities align with Council direction?

Does Council have any additional feedback for the COO regarding priorities incorporated in the proposed budget?

Does Metro Council support using the themes of environment, housing and economy, along with Metro's Strategic Framework, to guide development of Strategic Targets for Metro?

POLICY OPTIONS FOR COUNCIL TO CONSIDER

Council feedback will influence the proposed budget and process to develop a vision for Metro. Without additional feedback, the proposed budget will reflect the priorities that Council shared in November 2022.

The COO seeks guidance from Metro Council on the development of a broader vision for Metro. Without additional guidance from Council, the Chief Operating Officer may decide to postpone development of that vision.

STAFF RECOMMENDATIONS

Provide feedback on summary of Council priority themes and direct the COO to use these themes to develop the proposed budget.

Affirm use of the Strategic Framework: Keep Our Promises and Build Back Better, and its guiding principles of racial justice, climate justice and shared prosperity, to develop Metro's Strategic Targets.

Affirm that those targets should be related to housing, the economy and the environment.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

At the November 2022 budget retreat, the COO committed to summarizing Council priorities and bringing that summary back for further Council discussion. Staff pulled themes from the Council priority discussion and will summarize them in a presentation during the February 9, 2023 work session.

At the budget retreat, Council also expressed a need for a vision that allows Metro to make bold moves, and to work across departmental and jurisdictional silos, while using metrics to understand progress toward desired outcomes. The COO will propose a process to articulate that vision, led and adopted by Metro Council. Staff will introduce the proposal to develop Strategic Targets in alignment with Council priorities of environment, housing and economy and will seek Council feedback during the February 9, 2023 work session.

BACKGROUND

Since the Metro Council budget retreat in November 2022, departments and venues across Metro submitted budget requests to the Chief Operating Officer. The COO is holding meetings to discuss the requests and determine how they align with Council priorities before developing a proposed budget.

ATTACHMENTS

None

[For work session:]

- Is legislation required for Council action? Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? None

Materials following this page were distributed at the meeting.

Budget retreat follow up

Strategic Targets

February 9, 2023



Agenda

- Budget retreat recap
- Next steps in budget
- Strategic targets

Budget retreat

- Financial forecast
- Equity analysis and metrics
- Council priorities

Council priorities

- What we heard
 - Environment
 - Housing
 - Economy

Environment

- Transit access and pedestrian infrastructure
- Heat islands and habitat preservation
- Data driven decision-making on climate



Housing

- Supportive Housing Services
- Affordable Housing Bond
- Production pipeline



Economy

- Tourism
- Venues investments and programming
- Workforce development



Budget timeline and next steps



2022

2023

Jul Aug Sept Oct

Nov Dec Jan

Jan Feb Mar

Apr May Jun

Jun Jul

Budget preparation

- Capital improvement
- Project scoping
- Forecasts updated

Department budget request

- Council retreat
- Budget direction

Budget proposal

- Meetings with COO
- Council presentations

Budget approval

Potential updates to budget based on council review

Budget adoption by Metro Council

Council approval of budget

Setting strategic vision

- Council asked for a vision that:
 - Allows bold moves
 - Guides work across silos
 - Uses metrics to understand progress

COMMITMENTS

Keep our promises and build back better



GUIDING PRINCIPLES

Racial justice

Climate justice and resiliency

Shared prosperity

HOW AND WHERE

The roles we play

- Employer
- Investor
- Policy maker
- Service provider
- Influencer
- Regional convener

Our service areas

- Garbage and recycling
- Visitor venues
- Oregon Zoo
- Parks and nature
- Land use and transportation

Our programs

- Affordable housing
- Supportive housing
- Parks and nature investments
- Economic development
- Diversity, equity and inclusion



Strategic targets

- Measurable, Metro-wide targets in three areas
 - Environment and climate
 - Housing
 - Economy

Discussion

- Is the Strategic Framework the appropriate container in which to develop targets?
- Should Strategic Targets be related to environment, housing and economy?
- Is there anything else that the COO should consider while developing the proposed budget?