

## Council meeting agenda

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**Thursday, January 18, 2024**

**10:30 AM**

**<https://zoom.us/j/615079992> Webinar ID:  
615 079 992 888-475-4499 (toll free)**

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Due to weather, the January 18 Council Meeting has been moved to Zoom only. You can join the meeting using this link: <https://zoom.us/j/615079992> Webinar ID:615 079 992 888-475-4499 (toll free)

**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](mailto: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. Testimony on non-agenda items will be taken at the beginning of the meeting. Testimony on agenda items generally will take place during that item, after staff presents, but also may be taken at the beginning of the meeting

**3. Consent Agenda**

- 3.1 Resolution No. 24-5381 For the Purpose of Appointing [RES 24-5381](#)  
Three New Members to the Metro Affordable Housing  
Bond Oversight Committee

Attachments: [Resolution 24-5381](#)  
[Exhibit A](#)  
[Staff Report](#)

- 3.2 Resolution No. 24-5382 For the Purpose of Appointing 6 [RES 24-5382](#)  
Members to the Supportive Housing Services Regional  
Oversight Committee

Attachments: [Resolution 24-5382](#)  
[Exhibit A](#)  
[Staff Report](#)

- 3.3 Resolution No. 24-5379 For The Purpose Of Adopting Rules and Establishing Procedures Related to the Conduct of Council Business [RES 24-5379](#)

Attachments: [Resolution No 24-5379](#)  
[Exhibit A](#)  
[Staff Report](#)  
[Attachment 1](#)  
[Attachment 2](#)

- 3.4 Resolution No. 23-5372 For the Purpose of Adding to the MTIP Fifteen New Project Awards Plus Amending and Canceling Four ODOT Projects to Meet Federal Delivery Requirements [RES 23-5372](#)

Attachments: [Resolution 23-5372](#)  
[Exhibit A](#)  
[Staff Report.pdf](#)

- 3.5 Consideration of the November 30, 2023 Council Meeting Minutes [24-6004](#)

Attachments: [113023 Minutes](#)

- 3.6 Consideration of the December 14, 2023 Council Meeting Minutes [24-6005](#)

Attachments: [121423 Minutes](#)

**4. Chief Operating Officer Communication**

**5. Councilor Communication**

**6. Adjourn**

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

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### សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ១ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានការបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ [www.oregonmetro.gov/civilrights](http://www.oregonmetro.gov/civilrights)។  
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឱ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

### إشعار بعدم التمييز من Metro

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Resolution No. 24-5381 For the Purpose of  
Appointing Three New Members to the Metro  
Affordable Housing Bond Oversight Committee  
***Consent Agenda***

Metro Council Meeting  
Thursday, January 18, 2024



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING THREE	)	RESOLUTION NO. 24-5381
MEMBERS TO THE METRO AFFORDABLE HOUSING	)	
BOND MEASURE PROGRAM COMMUNITY	)	Introduced by Chief Operating
OVERSIGHT COMMITTEE	)	Officer Marissa Madrigal with the
	)	Concurrence of Metro Council
	)	President Lynn Peterson

WHEREAS, at the general election held on November 6, 2018, the Metro Area voters approved a ballot measure authorizing the issuance of general obligation bonds in an amount not to exceed \$652,800,000.00 for the purpose of funding affordable housing (the "Metro Affordable Housing Bond Measure"); and

WHEREAS, Metro Code Chapter 2.19 establishes the Metro Affordable Housing Bond Measure Program Community Oversight Committee, whose members are appointed by the Metro Council President subject to confirmation by the Metro Council; and

WHEREAS, the Metro Council President has appointed three members of the Metro Affordable Housing Bond Committee Oversight Committee; and

WHEREAS, the Metro Council desires to confirm those appointments; now therefore

BE IT RESOLVED that the Metro Council confirms the reappointments to the Metro Affordable Housing Bond Community Oversight Committee as set forth on Exhibit A, attached hereto.

ADOPTED by the Metro Council this 18th day of January 2024

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren Metro Attorney

**Exhibit A to the Resolution No. 24-5381**

**Affordable Housing Bond Community Oversight Committee  
Committee Member Appointments and Terms**

The following three persons will each serve one term of two years starting February 1, 2024 and ending on January 31, 2026.

Jesse Neilson  
Jeffery Petrillo  
Katerine Rozsa

IN CONSIDERATION OF RESOLUTION NO. 24-5381 FOR THE PURPOSE OF  
APPOINTING THREE MEMBERS TO THE METRO AFFORDABLE HOUSING BOND  
MEASURE PROGRAM COMMUNITY OVERSIGHT COMMITTEE

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Date: December 28, 2023  
Department: Housing  
Meeting date: January 18, 2024

Prepared by: Alison Wicks

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## ISSUE STATEMENT

Resolution No. 24-5381 appoints three members to serve two-year terms on the Metro Affordable Housing Bond Community Oversight Committee.

Metro staff have confirmed interest and availability of the persons to be appointed to serve a two-year term.

1. Jesse Neilson
2. Jeffery Petrillo
3. Katerine Rozsa

## Current and past committee members

Below is a summary of current members and their terms. New members who are appointed through this resolution are in bold.

<b>Committee members</b>	<b>Appointment</b>	<b>Final term ends</b>
Jenny Lee, Co-Chair	Appointed to a two-year term in 2019; stepped into Co-Chair role when Shannon Singleton stepped down in 2019; second term expired January 2023, expected to serve pending a replacement to be appointed no later than January 2025	January 2025, pending appointment of replacement
Steve Rudman, Co-Chair	Appointed 2019 to a two-year term; reappointed in 2021; second term expired January 2023, expected to serve pending a replacement to be appointed no later than January 2025	January 2025, pending appointment of replacement
Juan Ugarte Ahumada	Appointed 2021 to a two-year term; reappointed in 2023 for an additional two-year term	January 2025
Scott Greenfield	Appointed 2023 to a two-year term; eligible to be reappointed for an additional two-year term	January 2027

Ann Leenstra	Appointed 2022 to a two-year term; eligible to be reappointed for an additional two-year term	January 2026
Mara Romero	Appointed 2022 to a two-year term; eligible to be reappointed for an additional two-year term	January 2026
Andrea Sanchez	Appointed 2022 to a two-year term; eligible to be reappointed for an additional two-year term	January 2026
Karen Shawcross	Appointed 2022 to a two-year term; eligible to be reappointed for an additional two-year term	January 2026
<b>Jesse Neilson</b>	Appointed in 2024 for first two-year term; eligible to be reappointed for an additional two-year term	January 2028, if they served two 2-year terms
<b>Jeffery Petrillo</b>	Appointed in 2024 for first two-year term; eligible to be reappointed for an additional two-year term	January 2028, if they served two 2-year terms
<b>Katerine Rozsa</b>	Appointed in 2024 for first two-year term; eligible to be reappointed for an additional two-year term	January 2028, if they served two 2-year terms

In 2023, one member resigned from the committee (Willie Poinsette), three members will leave at the end of their term (Kira Cador, Brandon Culbertson, and Trinh Tran), and one member stepped down due to a job change (Nicole Stingh).

## Recruitment

In fall 2023 staff began work on a joint recruitment process with the Metro Supportive Housing Services Community Oversight Committee, and the Tri County Planning Body to recruit members for all three committees. Metro Council Ordinance No. 19-1430, which established the Oversight Committee, states that the Committee will be composed of no fewer than 7 and no more than 15 members, to be appointed by the Metro Council President subject to Metro Council confirmation. The Committee's members must represent a diversity of perspectives, geographic familiarity, demographics, and technical expertise, including finance, housing development, housing policy, and experience working with impacted communities. Committee members will be appointed to serve two-year terms and may be reappointed to serve up to two (2) additional 2-year terms.

The focus of this recruitment for the Affordable Housing Bond Community Oversight Committee included increasing representation of:

- People with lived experience with homelessness or living in affordable housing
- People who are Black, Indigenous or other persons of color, or from another oppressed group
- People with technical expertise in housing development and affordable housing finance
- People who live or work in Clackamas or Washington counties

## **ACTION REQUESTED**

Adopt Resolution No. 24-5381, appointing 3 members to the Affordable Housing Bond Community Oversight Committee for a two-year term. Through adoption of this resolution, the new term for these 3 members will be February 1, 2024 - January 31, 2026.

## **IDENTIFIED POLICY OUTCOMES**

The Community Oversight Committee performs the following duties as charged by the Metro Council:

- Reviewing local implementation strategies for alignment with the expectations set forth in the Housing Bond Program Work Plan;
- Monitoring program expenditures and outcomes and providing an annual report and presentation to Metro Council;
- Recommending changes to implementation strategies as necessary to achieve Unit Production Targets and other priority outcomes, such as advancing racial equity.

## **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The proposed Resolution is based on numerous policies previously adopted by the Metro Council, including but not limited to:

- Ordinance No. 19-1430 amending Metro Code Chapter 2.19 to establish the Community Oversight Committee, and describing the committee makeup, terms and charge
- Resolution No. 19-4957 confirming 13 members and co-chairpersons initially appointed by the Council President to serve on the Affordable Housing Bond Community Oversight Committee
- Resolution No. 23-5309 appointing 2 new members and reappointing 2 members to the Affordable Housing Bond Community Oversight Committee

Resolution No. 24-5382 For the Purpose of  
Appointing 6 Members to the Supportive  
Housing Services Regional Oversight  
Committee  
***Consent Agenda***

Metro Council Meeting  
Thursday, January 18, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPOINTING SIX NEW	)	RESOLUTION NO. 24-5382
MEMBERS TO THE METRO SUPPORTIVE HOUSING	)	
SERVICES COMMUNITY OVERSIGHT COMMITTEE	)	Introduced by Chief Operating
	)	Officer Marissa Madrigal with the
	)	Concurrence of Metro Council
	)	President Lynn Peterson

WHEREAS, Metro's Supportive Housing Services Program has a Regional Oversight Committee to oversee the program, with the following responsibilities: reviewing local implementations plans, accepting and reviewing annual reports from the local implementation partners, monitoring financial aspects of program administration, and providing annual reports to the Metro Council; and

WHEREAS, the Regional Oversight Committee's membership is governed by Metro Code Section 2.19.280; and

WHEREAS, the Regional Oversight Committee is composed of 15 members (five each from the three counties in the region) along with one representative each from the Clackamas, Multnomah and Washington County Boards of Commissioners, Portland City Council and Metro Council; and

WHEREAS, Metro Code Section 2.19.280 authorizes the Metro Council President to appoint members to the Regional Oversight Committee; and

WHEREAS, the Metro Council President has appointed six new members to the Committee, with terms to begin on January 18, 2024, and to end on January 17, 2026; and

WHEREAS, these new committee members satisfy the membership attributes set forth in Metro Code Section 2.19.280; and

WHEREAS, the Metro Council desires to confirm those new appointments; now therefore

BE IT RESOLVED that the Metro Council confirms the appointments of new members to the Supportive Housing Services Regional Oversight Committee to a two-year term as set forth on Exhibit A attached to this Resolution. The term will begin on January 18, 2024, and end on January 17, 2026.

ADOPTED by the Metro Council this 18th day of January 2024.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren Metro Attorney



**Exhibit A to the Resolution No. 24-5382**

**Supportive Housing Services Regional Oversight Committee  
Committee Member Appointments**

The following persons will serve two-year terms from January 18, 2024 through January 17, 2026. Each are eligible thereafter to serve one additional two-year term:

1. James Bane
2. Mitch Chilcott
3. Cara Hash
4. Eugene Lewis
5. Peter Rosenblatt
6. Margarita Solis Ruiz

IN CONSIDERATION OF RESOLUTION NO. 24-5382 FOR THE PURPOSE OF  
APPOINTING SIX NEW MEMBERS TO THE METRO SUPPORTIVE HOUSING  
SERVICES COMMUNITY OVERSIGHT COMMITTEE

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Date: January 2, 2024  
Department: Housing  
Meeting date: January 18, 2024

Prepared by: Breanna Hudson

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## ISSUE STATEMENT

Resolution 24-5382 appoints 6 new members to serve two-year terms on the Supportive Housing Services Regional Oversight Committee.

The new oversight committee members are:

1. James Bane
2. Mitch Chilcott
3. Cara Hash
4. Eugene Lewis
5. Peter Rosenblatt
6. Margarita Solis Ruiz

## Current committee members

Below is a summary of current members and their terms.

Committee members	County they represent	Appointment
Dan Fowler	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term; reappointed for a second two-year term starting January 2024.
Mandrill Taylor (co-chair)	Clackamas	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term; reappointed for a second two-year term starting January 2024.
Becky Wilkinson	Clackamas	Appointed to a two-year term starting 2023.
Susan Emmons (co-chair)	Multnomah	Appointed to a two-year term in 2020; reappointed for a second two-year term starting January 2023.
Jenny Lee	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term; reappointed for a second two-year term starting January 2024.

Carter MacNichol	Multnomah	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term; reappointed for a second two-year term starting January 2024.
Jeremiah Rigsby	Multnomah	Appointed to a two-year term in 2022; reappointed for a second two-year term starting January 2023.
Felicita Montebianco	Washington	Appointed to a one-year term in 2020; reappointed in 2021 for an additional 2-year term; reappointed for a second two-year term starting January 2024.
Mike Savara	Washington	Appointed to a two-year term starting 2023.

### **Summer / fall 2023 recruitment and evaluation**

Based on a survey of current committee members and evaluation of current perspectives and / expertise on the committee, staff identified gaps in required member representation and therefore priorities for the current recruitment:

- Lived and / or worked in Clackamas (2 members), Multnomah (1 member) and Washington (3 members) counties
- People who have lived experience of homelessness
- People with experience overseeing, providing or delivering supportive housing services
- Representatives from business, faith and philanthropic areas
- People working in health and behavioral health

The application was advertised in June / July 2023 and again in September / October 2023 to ensure a sufficient pool of applicants, including announcements through the housing interested parties email list (audience approximately 1500 people), social media, and via extensive outreach to jurisdiction and community-based organization partners and current oversight committee members.

Metro received 29 applications representing a diversity of professional and lived experience, and demographics. Candidates were evaluated for individual experience and expertise.

### **ACTION REQUESTED**

Adopt Resolution No. 24-5382, appointing 6 new members to the Supportive Housing Services Oversight Committee for a two-year term. Through adoption of this resolution, the new term for these 6 members will be January 18, 2024 through January 17, 2026.

### **IDENTIFIED POLICY OUTCOMES**

The Regional Oversight Committee performs the following duties as charged by the Metro Council:

- Evaluate local implementation plans, recommend changes as necessary to achieve program goals and guiding principles, and make recommendations to Metro Council for approval;
- Accept and review annual reports for consistency with approved local implementation plans;
- Monitor financial aspects of program administration, including review of program expenditures; and
- Provide annual reports and presentations to Metro Council and Clackamas, Multnomah, and Washington County Boards of Commissioners assessing performance, challenges, and outcomes.

### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

The proposed Resolution is based on numerous policies previously adopted by the Metro Council, including but not limited to:

- Ordinance No. 20-1453 amending Metro Code Chapter 2.19 to establish the Supportive Housing Services Regional Oversight Committee
- Resolution No. 20-5136 appointing members to the Supportive Housing Services Oversight Committee by the Council President

### **ATTACHMENTS**

None.

Resolution No. 24-5379 For The Purpose Of  
Adopting Rules and Establishing Procedures  
Related to the Conduct of Council Business  
***Consent Agenda***

Metro Council Meeting  
Thursday, January 18, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING RULES	)	RESOLUTION NO. 24-5379
AND ESTABLISHING PROCEDURES	)	
RELATED TO THE CONDUCT OF COUNCIL	)	Introduced by Council President Lynn
BUSINESS		Peterson

WHEREAS, Metro Code Section 2.01.090 requires the Council by resolution to adopt rules of procedure governing conduct of debate on matters considered by the Council; and

WHEREAS, Metro Code Section 2.01.120 requires the Council by resolution to adopt rules and procedures relating to the receipt of communications from the public at Council meetings; and

WHEREAS, Metro Code Sections 2.01.070 and 2.01.080 require the Council by resolution to adopt rules establishing procedures for the introduction and consideration of ordinances and resolutions respectively; and

WHEREAS, Metro Code Section 2.01.130 requires the Council by resolution to establish the general order of business for Council meetings, and to establish criteria for placing items on a consent agenda; and

WHEREAS, Metro Code Section 2.01.035 requires the Council by resolution to establish procedures governing the conduct of Council work sessions; and

WHEREAS, Resolution No. 13-4447 established Council rules and procedures which governed debate, receipt of communications from the public, introduction and consideration of ordinances and resolutions, the general order of business, criteria for the consent agenda, procedures governing work sessions, and other issues; and

WHEREAS, Council rules and procedures have changed significantly to adapt to changes in virtual and hybrid meeting practice and to better serve the region through more accessible public communication; NOW, THEREFORE,

BE IT RESOLVED, that the Metro Council:

1. Repeals the rules and procedures adopted by Resolution No. 13-4447, and pursuant to Metro Code 2.01.100, adopts the rules and procedures attached to this resolution as EXHIBIT A.

ADOPTED by the Metro Council this 11<sup>th</sup> day of January, 2024.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

## **EXHIBIT A**

### **PART 1 – COUNCILOR RESPONSIBILITIES**

#### **I. Presiding Officer**

*See Metro Code 2.01.010*

The presiding officer conducts all meetings, preserves order, and enforces the rules of the Council. If the Council President and the Deputy are both absent and unable to designate another Councilor as the presiding officer, the Council will decide amongst themselves.

#### **II. Council Liaisons**

The Council President appoints liaisons to committees or other roles required by the Metro Charter, Metro Code, ordinance, or other legal agreement. A majority vote of the Council confirms these roles. Liaison appointments not required by law or Metro ordinance do not require confirmation by the Council.

Councilors have two primary duties in serving as liaisons:

- A. Council Representation. Councilors represent the Metro Council by reporting Council votes and policy direction. If the Council's official position is unknown or unclear, the liaison may request that the item be placed on a work session agenda.
- B. Councilor Communication. Councilors periodically report significant committee or project activities and milestones to the Council during Councilor Communication at work sessions and Council Meetings. Councilors may request staff assistance to accomplish reporting responsibilities, or the Chief Operating Officer may provide updates during Chief Operating Officer Communication.

#### **III. Councilor Conduct with Metro Staff**

The Council will support the work of operational departments in a spirit of mutual confidence and support, and they will respect staff roles and responsibilities if expressing criticism in public meetings or in public communications.

- A. Operational Responsibilities. Councilors will respect the separation between the Council's role and the Chief Operating Officer's role by limiting individual contacts with staff to those that do not interfere with routine administration. Staff are encouraged to support Councilors' understanding of issues by offering or requesting Councilor briefings and do not need prior approval from the Chief Operating Officer to do so.
- B. Reasonable Council Requests for Staff Assistance. Reasonable requests for additional information, research, or policy development are those that require no more than two hours of staff time, excluding Council Office staff. If requests for staff time exceed two hours, the Chief Operating Officer will provide options to Councilors to collect the additional information. Councilors should share the additional information they receive with other Councilors.

- C. Council Direction for Additional Staff Assistance. Councilors will respect the authority of the Chief Operating Officer and Metro managers and staff workloads by demonstrating the support of four Councilors (including themselves) when requesting policy research or development that will exceed two hours of staff time.

## **PART 2 – LEGISLATIVE PROCESS**

### **I. Ordinances and Resolutions**

*Metro Code 2.02.070*

An ordinance or resolution may be introduced by the Council, a Councilor or Councilors, the Auditor, or the Chief Operating Officer with the concurrence of the Council President. The Chief Operating Officer may introduce legislation on behalf of Metro departments or committees.

- A. Introduction. Each ordinance or resolution shall designate the person or persons introducing it. Under Metro Code, the Council President may direct staff to read ordinances only by title, but Councilors may require a full reading by request.
- B. Consideration. Ordinances and resolutions will be placed on a Council agenda at the discretion of the Council President.

### **II. Agenda and Calendar**

*Metro Code 2.01.060*

The Council clerk maintains a draft calendar of upcoming work session and regular meeting agenda items and shares it with Councilors and senior staff weekly. The clerk provides legislation numbers once items are approved to appear on the calendar, and titles are approved by the clerk in consultation with the Office of Metro Attorney.

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- B. Consent Agendas. Routine business, not including ordinances, may be placed on the consent agenda. The party filing an item for Council consideration may request that it be placed on the consent agenda if no public hearing before the Council is required by law or Metro ordinance. The Council President has final approval over what is placed on the consent agenda. Any Councilor can remove an item from the consent agenda by voice request prior to the vote to adopt the consent agenda. If they intend to remove an item from the consent agenda, Councilors should provide one business day's notice to the Council President. Any item removed from the consent agenda will be placed on the regular agenda of the Council at a time or place to be determined by the Council President.

### **III. Filing Requirements**

To ensure the Council has adequate time to review information prior to work sessions and regular meetings, staff must submit materials for agenda items in a timely fashion.



- A. Submission of Materials. Staff must submit materials for an agenda item at least 13 business days before the scheduled work session or regular meeting. The materials must include all legislation, worksheets, and supporting documents. The Council President may waive these deadlines and establish additional requirements for materials.
- B. Availability of Materials. Approved materials are provided to Council one week in advance of a work session or regular meeting. When staff seek to share with Council information that is not available one week in advance, staff may provide updated materials to Council no later than three business days in advance of a work session or regular meeting.

### **PART 3 – MEETINGS OF THE METRO COUNCIL**

#### **I. Attendance**

*Metro Code 2.01.055*

Councilors are encouraged to attend all meetings of the Metro Council in-person and are permitted by Metro Code to attend virtually. To demonstrate respect for Metro staff, presenters, community members, and other Councilors, absences and virtual attendance should be communicated in advance.

- A. Notification of Absence or Virtual Participation. When practicable, Councilors are expected to provide one business day's notice and a reason for absence or virtual participation by communicating with the Council President, Chief Operating Officer, or Council clerk. The Council President will inform the Deputy Council President of absence or virtual participation at least one business day in advance.
- B. Expectations for Virtual Attendance. Councilors are expected to fully participate when attending meetings virtually by ensuring their cameras are on for the duration of the meeting. If a Councilor will be off camera for more a few minutes, as in the case of poor connectivity, they will notify the Council clerk of the reason for and expected length of the interruption.
- C. Lack of In-Person Quorum. To provide a more engaging and respectful environment for staff, presenters, and the public, the Council President may change the format of in-person or hybrid meetings if fewer than four Councilors will attend in-person. The Council President may use their discretion to cancel or change meetings to entirely virtual, particularly in instances when Councilor absences or virtual attendance were not communicated in advance.

#### **II. Decorum**

Councilors, staff, and attendees at public meetings will follow the directions of the Council President to maintain order and decorum and will direct discussion to the matter at hand. Meeting attendees may be removed from the chamber by the Council President or a majority of the Council present if they:

- A. Inappropriate Language. Use unreasonably loud or disruptive language, including offensive remarks or actions that are threatening or abusive.
- B. Noise. Make loud or disruptive noise, including applause.
- C. Violence. Engage in violent or distracting action.

- D. Property Damage. Willfully injure furnishings of the Council chamber.
- E. Refusal to Obey. Refuse to obey an order of the Council President or a majority of the Council present.
- F. Occupancy. Exceed the occupancy or seating capacity of the chamber or venue.

### **III. Regular Meetings**

*Metro Code 2.01.030 and 2.01.130*

The Metro Council meets in regular session Thursdays at 10:30 a.m. unless otherwise arranged. On occasion, regular meetings will be held immediately after work sessions and noticed as special meetings.

- A. Order of Business. The Council President establishes the agenda for regular meetings as follows:
  - 1. Call to Order
  - 2. Public Communication to the Council
  - 3. Special Presentations
  - 4. Consent agenda, including approval of minutes
  - 5. Resolutions
  - 6. Ordinances
    - a. First Readings
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  - 7. Orders
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  - 9. Chief Operating Officer Communication
  - 10. Councilor Communication
  - 11. Adjourn
- B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the meeting.
- C. Councilor and Chief Operating Office Communication. To ensure Councilors and the Chief Operating Officer stay informed about issues across the agency, the presiding officer may in their discretion move Councilor and Chief Operating Officer Communication to the beginning of an agenda, particularly when communications in previous meetings have been carried over.
- D. Special Meetings. In the event that Metro Council holds a regular meeting following a work session, typically held at 10:30 a.m. on Tuesdays, the meeting will be noticed as a special meeting in accordance with Metro Code and Oregon Public Meetings Law.
- E. Additional Work Session. On occasion, Metro Council may hold a work session following adjournment of a regular meeting. These work sessions will be noticed following the typical process.

#### **IV. Rules of Procedure**

##### *Metro Code 2.01.090*

Unless otherwise provided in Metro Code or other rules adopted by the Council, regular meetings are governed by Robert's Rules of Order, Newly Revised. The Metro Attorney is the designated parliamentarian for the Council and will provide interpretation to the Council as requested by the Council President.

- A. Roll Call Votes. Unless otherwise provided in Metro Code, the clerk will call the roll in no particular order to allow each Councilor an equal opportunity to vote first, except for the Council President, who always votes last.
- B. Motions. Councilors who intend to make a motion not included in the agenda will, to the extent possible, provide one business day's notice of proposed changes to the Council President and members of the Council, the Chief Operating Officer, and relevant Metro staff.

#### **IV. Public Communication**

##### *Metro Code 2.01.120*

Members of the public are encouraged to provide written and oral testimony related to both agenda items and non-agenda items. At the beginning of each Council meeting, the Council President or the clerk will describe the process for providing oral testimony. To facilitate the orderly transaction of business, the following procedures shall apply for matters other than those in which Metro is sitting in a quasi-judicial capacity.

- A. Written Testimony. The clerk shares all electronic or written testimony received one business day prior to a meeting with the Metro Council in advance of that meeting. Written testimony on agenda items and non-agendas may be submitted at any time.
- B. Testimony Related to Non-Agenda Items. At the beginning of each Council meeting, the Council President will offer an opportunity to provide oral testimony related to non-agenda items.
- C. Testimony Related to Agenda Items. If an agenda item does not already include a public hearing or public comment opportunity, the Council President may open testimony at the beginning of agenda items for members of the public who wish to speak. The Council President may also, in their discretion, instead open testimony for both agenda and non-agenda items at the beginning of the meeting.
- D. Public Testimony on Ordinances. A public hearing may be provided prior to the first reading of an ordinance, but it is not required by Metro Code. If the agenda does not include a public hearing prior to the first reading of an ordinance, individuals may testify at the beginning of the Council meeting.
- E. Providing Oral Testimony. Testifiers should consider the following guidelines when addressing the Metro Council:
  - 1. Testifiers will be called to speak in the order the Council President deems best.
  - 2. Testifiers may appear only once on each separate matter before the Council.

3. Testifiers will be limited to three minutes of testimony, not including answers to questions from Councilors. If many people wish to testify, the Council President may limit testimony to less than three minutes. Changes to the time limit for testimony will be announced before anyone begins.
  4. Testifiers should begin by stating their name for the record but are not required nor encouraged to share their home address.
  5. Testifiers do not need to formally address the Council President and Councilors before beginning their testimony.
  6. Testifiers shall avoid providing repetitive or unrelated testimony.
- F. In-Person Testimony. Those testifying in person must fill out a testimony form and return it to the clerk prior to the start of the meeting. When called, testifiers should use the seat provided for public testimony.
- G. Virtual Testimony. The Council President or clerk will provide instructions to those testifying virtually, based on the technology used to participate.

## **V. Work Sessions**

*Metro Code 2.01.035 and 2.01.040*

The Metro Council meets in work session on Tuesdays at 10:30 a.m. unless otherwise arranged. On occasion, work sessions may be held after a regular meeting.

- A. Order of Business.
1. Call to Order
  2. Items for Council Consideration
  3. Chief Operating Officer Communications
  4. Councilor Communications
  5. Adjourn
- B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the work session.
- C. Councilor and Chief Operating Officer Communication. To ensure Councilors and the Chief Operating Officer stay informed about issues across the agency, the presiding officer may in their discretion move Councilor and Chief Operating Officer Communication to the beginning of an agenda, particularly when communications in previous meetings have been carried over.

## **PART 4 – REVIEW OF COUNCIL PROCEDURES**

The Council will review these rules each calendar year following an election for Metro Council President. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by five Councilors. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

IN CONSIDERATION OF RESOLUTION NO. 24-5379, FOR THE PURPOSE OF ADOPTING  
REVISED COUNCIL PROCEDURES

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Date: December 29, 2023  
Department: Council Office  
Meeting Date: January 11, 2024

Prepared by: Anne Buzzini  
Presenters: Anne Buzzini (she/her),  
Metro; Ina Zucker (she/her), Metro

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## ISSUE STATEMENT

Council procedures are a set of guidelines that reflect current Metro Council operations and expectations. A shared understanding of these operations and expectations supports efficient and consistent meetings, delineates policymaking roles from operational roles, promotes a culture of respect amongst Councilors and with Metro staff, and provides clear instructions to members of the public seeking to offer testimony.

At a November 2023 work session, Council provided feedback to staff to make minor adjustments to a discussion draft of updated Council procedures prior to adoption in early 2024. That feedback is incorporated into revised Council procedures attached to the resolution as Exhibit A. Additionally, a redlined version of those incorporated changes is included for reference as Attachment 1 in this packet.

Prior to this update, the most recent Council procedures were adopted in 2013 (Attachment 2). As a best practice, Council procedures should be reviewed and updated regularly to ensure they are understood by all Councilors and to reflect changes in practices.

Today's resolution, if adopted, will update the 2013 procedures to describe existing Metro Council procedures more plainly and concisely, so that expectations for Councilors, staff, and the public are more easily understood. Technical updates to the procedures reflect current practices, such as the use of virtual meetings and adjusted timelines for submitting meeting materials.

Staff circulated draft updates to the Council procedures in the summer of 2023 and received feedback from several Councilors and staff. Newly proposed additions to the procedures seek to capture that feedback and are intended to foster respectful relationships among Councilors and with Metro staff. The new proposals ask that Councilors communicate in advance any virtual attendance, absence, or proposed changes to legislation and that staff comply with updated requirements for submitting materials. The proposals include the following commitments and expectations:

- Councilors will typically receive materials one week prior to meetings and will receive timely updates to those materials at least three business days prior to meetings

- Councilors will notify the Council President at least one business day in advance of their absence or virtual attendance, with a reason for the absence or virtual attendance
- The Council President has discretion to cancel meetings or change in-person or hybrid meetings to virtual, if fewer than four Councilors will be present in-person, particularly when absences or virtual attendance are not communicated in advance
- Councilors will notify the Council President one business day prior to a meeting if they intend to object to an item on the consent agenda or make an unanticipated motion on a matter
- Councilors attending a meeting virtually will keep their cameras on for the entire meeting

### **ACTION REQUESTED**

Staff seeks adoption of the resolution to update Council procedures.

### **IDENTIFIED POLICY OUTCOMES**

Updated Council procedures that reflect current practices provide clear guidance to the Metro Council, Metro staff, and the public. Furthermore, review and consideration of Council procedures provides an open forum for the Council to discuss and debate their preferred expectations. In ultimately adopting updated Council procedures, Council will renew this social contract.

### **POLICY QUESTION(S)**

- Do the proposed changes to the Council procedures reflect your expectations and values?
- Are there additional expectations or practices that should be added to the procedures? Does the Council have any additional changes such that the updated procedures are not ready for adoption?

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Metro Code 2.01 directs the Metro Council to adopt a resolution(s) that establishes additional Council procedures<sup>i</sup>. To comply with code requirements, Council may:

1. Adopt changes to the procedures that reflect current practices and additional expectations for attendance and communication, as described above.
2. Adopt only changes to the procedures that reflect current practice (e.g., meeting times), but not additional expectations.

If Council does not adopt procedures by resolution, the procedure will default to *Robert's Rules of Order, Newly Revised*. The existing 2013 Council procedures do not reflect current practice.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro Code 2.01, *Council Organization and Procedures*, provides detailed information about the roles of the Council, the Council President, and the Chief Operating Officer. The code also describes some, but not all, aspects of Council administration. The code requires specific procedures be established by resolution (see footnote).

Procedural matters not addressed by Metro Code or Council procedures are governed by Robert's Rules of Order, Newly Revised, which are available to the public for free.

### Legal Antecedents

Resolution No. 13-4447; Metro Code, 2.01, *Council Organization and Procedures*; Oregon Public Meetings Law, ORS 192.610-192.710

### Anticipated Effects

Provide clarity to Councilors, staff, and the public about the procedures that govern Council meetings and work sessions.

## BACKGROUND

Metro Code 2.01, *Council Organization and Procedures*, details the legal requirements for conducting Council business and obligates Council to adopt a resolution that establishes additional Council procedures, including public testimony, debate, and the introduction and consideration of ordinances and resolutions.

The Council Procedures were last formally updated in 2013 as Resolution 13-4447. In 2020, Metro Council President issued a memo providing direction to staff about the procedures that govern Council business but that memo was not adopted by resolution.

## ATTACHMENTS

- Is legislation required for Council action? X Yes   ☐ No
- If yes, is draft legislation attached? X Yes   ☐ No
- What other materials are you presenting today?
  - Attachment 1: Redlined draft of updated procedures
  - Attachment 2: 2013 Council Procedures

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<sup>i</sup> Rules for placing items on the consent agenda (Metro Code 2.01.130(c))

Introduction and consideration of ordinances and resolutions (Metro Code 2.01.070(c) and (Metro Code 2.01.080(d))

General order of business for meetings (Metro Code 2.01.130(a))

Rules governing work sessions (Metro Code 2.01.035)

Rules governing conduct of debate (Metro Code 2.010.090(e))

Rules and procedures for communications from the public (Metro Code 2.01.120)

## **EXHIBIT A**

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~~Liaison appointments not required by law or Metro ordinance do not require confirmation by the Council. If the Council President assigns Councilors as liaisons to committees or other roles not legally required, the Metro Council does not need to confirm the liaison with a majority vote.~~

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## **V. Work Sessions**

*Metro Code 2.01.035 and 2.01.040*

The Metro Council meets in work session on Tuesdays at 10:30 a.m. unless otherwise arranged. On occasion, work sessions may be held after a regular meeting.

- A. Order of Business.
1. Call to Order
  2. Items for Council Consideration
  3. Chief Operating Officer Communications
  4. Councilor Communications
  5. Adjourn
- B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the work session.
- C. Councilor and Chief Operating Officer Communication. To ensure Councilors and the Chief Operating Officer stay informed about issues across the agency, the presiding officer may in their discretion move Councilor and Chief Operating Officer Communication to the beginning of an agenda, particularly when communications in previous meetings have been carried over.

## **PART 4 – REVIEW OF COUNCIL PROCEDURES**

The Council will review these rules each calendar year following an election for Metro Council President. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by five Councilors. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

EXHIBIT A  
GENERAL RULES OF PROCEDURE FOR THE METRO COUNCIL

To conduct Council business in an orderly and expeditious manner the following general rules of procedure are established:

1. All meetings of the Metro Council shall be noticed and held in accordance with Oregon Public Meetings Law (ORS 192.610-192.710). Meetings will be held in open session, except for those that may be closed for purposes specified by law. Cancellations of any open meeting will be noticed twenty-four (24) hours in advance.
2. The Council President shall act as presiding officer at all open sessions. The presiding officer shall conduct all meetings, preserve order and enforce the rules of the Council. In the absence of the Council President, the Deputy Council President shall preside. In the absence of both the Council President and Deputy Council President, the Council President shall appoint a Councilor to preside. If the Council President is unable to appoint in his/her absence, the Council shall amongst themselves designate a temporary presiding officer.
3. Order and decorum shall be preserved during all public meetings. Councilors will direct discussion to the matter at hand and attendees, including staff present, will abide by the directions of the presiding officer. At the direction of the presiding officer, or by a majority of the Council present, the Council may remove anyone from the Council Chamber for the duration of the meeting if the following conduct is observed:
  - I. Use of unreasonably loud or disruptive language, including personal, offensive or slanderous remarks, or actions that are boisterous, threatening or personally abusive.
  - II. Making of loud or disruptive noise, including applause.
  - III. Engaging in violent or distracting action.
  - IV. Willful injury of furnishings or of the interior of the Council Chamber.
  - V. Refusal to obey the rules of conduct provided herein, including the limitations on occupancy and seating capacity.
  - VI. Refusal to obey an order of the presiding officer or an order issued by a Councilor which has been approved by a majority of the Council present.
4. Councilors shall inform the Council President and Chief Operating Officer if they are unable to attend any open meeting of the Council. The Council President shall inform the Deputy Council President and Chief Operating Officer regarding any absence by the Council President. If unavailable to attend in person, members of the Council may participate in an open meeting via electronic communication, where not prohibited by superseding law or statute. A majority of the Council must be physically present at any special or regular meeting for a quorum to exist.
5. In the case of an emergency, an emergency meeting may be called by the Council President or by consent of all available Councilors, upon such notice as is appropriate to the circumstances. The minutes of the emergency meeting shall describe the emergency justifying less than 24 hours notice, and Metro staff shall attempt to contact the media and other interested persons to inform them of the meeting. Councilors are responsible to inform staff of how they may be reached when out of town. An emergency meeting may be conducted by electronic means so long as the meeting is held consistent with Oregon Public Meetings Law.

6. As provided in Section 2.01.001(b) of the Metro Code, a majority of the members of the Metro Council holding office constitutes a quorum.
7. The Metro Council will meet in regular session every Thursday, beginning at 2:00 p.m. unless otherwise arranged.
8. The Metro Council will meet in work session, conducted on an as-needed basis, on Tuesdays, beginning at 2:00 p.m., unless otherwise arranged.
9. The Metro Attorney is designated as parliamentarian for the Council. Questions of parliamentary rules may be referred to the Metro Attorney, or his/her designee, through the presiding officer for interpretation.
10. Except as otherwise provided in Metro Code, or rules adopted by the Council, all business meetings of the Council shall be governed by Robert's Rules of Order, newly revised.
11. All Councilors have a right to debate each matter brought before the Council. There shall be a question before the Council prior to debate on any matter. On each matter brought before the Council for a decision, the presiding officer shall ask for a motion on the matter which must be seconded for it to be a proper question.
12. A Councilor speaking on a motion shall confine his or her remarks to the matter under consideration by the Council and shall avoid repetition and unrelated comment.
13. A Councilor may speak once for up to five (5) minutes on each main motion and substantive amendment to a main motion before the Council. A Councilor may speak more than the allotted time with unanimous consent of the Council or with consent of the presiding officer. A member may be permitted to speak a second time to clear up a matter of fact, to explain a point misunderstood, to clear up a question that has arisen in the debate, or to explain a vote on a motion. A Councilor may be recognized by the presiding officer to question any person appearing before the Council. When a Councilor has been recognized he or she is considered to have the floor and need not be recognized for each subsequent question until he or she is finished with the questioning.
14. The Councilor who moves a matter before the Council is entitled to close the debate after other Councilors wishing to speak have spoken. The closing comments shall be limited to three (3) minutes unless extended by unanimous consent of the Council or with consent of the presiding officer.
15. The affirmative action of four (4) or more Council members shall be necessary to decide any question before the Council, where not otherwise indicated. The Chief Operating Officer, or his/her designee, shall call the roll, and the order of voting shall be rotated on each question such that each Councilor, excluding the presiding officer, has an equal opportunity to vote first. In all instances, the presiding officer shall vote last.
16. The Council shall review these rules at least once every four (4) years. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by two-thirds of the Council. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

**EXHIBIT B**  
**RULES OF PROCEDURE RELATING TO COMMUNICATIONS FROM THE PUBLIC**

The Council shall encourage the appearance of members of the public both for matters on the agenda and not on the agenda. To facilitate the orderly transaction of business, the following procedures shall apply for matters other than those in which the Metro Council is acting in a quasi-judicial capacity:

1. At the beginning of each Council meeting and periodically during the meeting, the presiding officer shall announce that public testimony is allowed on matters before the Council and shall instruct members of the public to fill out sign-up cards and submit them to the Chief Operating Officer, or his/her designee. The sign-up card shall indicate the name and address of the person to testify, the agenda item on which the person wishes to speak and whether the person is speaking in favor or against the matter before the Council.
2. A member of the public may appear only once on each separate matter before the Council and shall be limited to three (3) minutes of testimony, exclusive of answers to questions from Councilors. A member of the public may speak more than once and longer than the three (3) minutes with unanimous consent of the Council or with consent of the presiding officer. On items for which there is a significant number of members of the public present to testify, in order to conduct Council business in an orderly and expeditious manner, the presiding officer retains the right to limit individual testimony to less than three (3) minutes. Any such limit to testimony shall be prescribed before any testimony is heard on the matter at hand and shall apply to all individuals testifying.
3. On matters before the Council on which a decision is to be made, the presiding officer shall call persons to testify in whichever order he or she determines is best. The presiding officer shall request members of the public to avoid providing repetitive and unrelated testimony.
4. The presiding officer shall inform members of the public to address the Council from the rostrum or table after first gaining recognition of the presiding officer and stating his or her name for the record.



EXHIBIT C  
RULES OF PROCEDURE FOR CONSIDERATION OF ORDINANCES AND RESOLUTIONS

1. Introduction: An ordinance or resolution may be introduced by the Council, a Councilor or Councilors, the Auditor, or the Chief Operating Officer with the concurrence of the Council President. The Chief Operating Officer may introduce legislation on behalf of Metro departments or committees. Each ordinance or resolution shall designate the person or persons, introducing the ordinance or resolution.
2. Filing: All legislation shall be filed with the Chief Operating Officer or his/her designee, who shall assign numbers and approve titles for all proposed ordinances or resolutions. The Council President may establish requirements for filing supporting materials with ordinances and resolutions to assist the Council in deliberating on matters brought before it. A proposed ordinance shall be filed at least ten (10) days prior to the next regular Council meeting for which it is requested to be considered for first reading. A proposed resolution shall be filed at least ten (10) days prior to consideration by the Council. The Council President may waive filing deadlines.
3. Placement on Agenda: An ordinance or resolution filed pursuant to Section Two of this Exhibit and in proper form (including all required supporting materials) shall be 1) in the case of an ordinance, placed on the next available Council agenda for first reading; or, 2) in the case of a resolution, filed with the Chief Operating Officer or his/her designee and placed on a Council agenda at the discretion of the Council President. The Chief Operating Officer or his/her designee shall notify Councilors and the Chief Operating Officer on a weekly basis of the status of placement of ordinances and resolutions on the agenda.

EXHIBIT D  
RULES ESTABLISHING THE GENERAL ORDER OF  
BUSINESS FOR COUNCIL WORK SESSIONS

1. The primary purpose of Council work sessions is to provide the Council the opportunity to receive and consider information on issues of interest to the Council in a public meeting. In addition to discussing issues, receiving briefings and status reports, etc., the Council may discuss and vote on matters that have been filed for its consideration and which otherwise comply with Oregon law and Metro ordinances and rules.
2. The general order of business for Council work sessions will be as follows:
  - I. Call to Order
  - II. Chief Operating Officer Communications
  - III. Items for Council Consideration
  - IV. Councilor Communications
3. The Council President shall set the agenda for the work sessions from items requested by a Councilor or Councilors, the Auditor, or the Chief Operating Officer. The Council President has the authority to determine whether and when to schedule an item for a work session.
4. Requests for an item to be included on a work session agenda and materials to be included in the agenda packet for a work session shall be filed with the Chief Operating Officer, or his/her designee, at least eleven (11) business days prior to the work session, with final materials prepared and submitted seven (7) business days prior; a Councilor, however, may request at a work session that an item be included on the agenda for the following week's work session. The Council President may waive the filing deadline.

EXHIBIT E  
RULES ESTABLISHING THE GENERAL ORDER OF  
BUSINESS FOR COUNCIL MEETINGS

1. The general order of business for regular Council meetings shall be as follows:
  - I. Call to Order
  - II. Citizen Communications to the Council
  - III. Special Presentations
  - IV. Consent Agenda
  - V. Approval of Minutes
  - VI. Ordinances
    - a. First Readings
    - b. Second Readings
  - VII. Orders
  - VIII. Resolutions
  - IX. Other Business
  - X. Chief Operating Officer Communications
  - XI. Councilor Communications
  - XII. Adjourn
2. The Council President shall follow the above general order of business in preparing regular Council meeting agendas.
3. The Council President may change the order of business in preparing a regular Council meeting to meet special circumstances and shall notify the Council of such change in the general order of business at the beginning of the Council meeting.

EXHIBIT F  
RULES OF PROCEDURE AND CRITERIA FOR THE CONSENT AGENDA

The following criteria and procedures shall apply to the Consent Agenda:

1. Agenda items may be placed on the Consent Agenda at the discretion of the Council President, subject to the requirements of this section. The party filing an item for Council consideration may request that it be placed on the Consent Agenda if no public hearing before the Council is required by law or Metro ordinance.
2. A Consent Agenda may only be presented at a regular Council meeting and shall be included as part of the regular meeting agenda.
3. The Council President shall have final approval of which items shall be placed on the Consent Agenda.
4. If a Councilor objects to any item on the Consent Agenda, that item shall be removed from the Consent Agenda and placed on the regular agenda of the Council at a time or place to be determined by the Council President.

EXHIBIT G  
RULES OF PROCEDURE FOR COUNCIL LIAISONS

1. To facilitate the exchange of information and provide Council policy direction, the Council President may assign a councilor or councilors to liaise with an advisory committee, internal or external project, or other body. A Council liaison creates an effective communication link between a committee or project and the Metro Council and, if needed, provides recurring policy guidance in line with a policy position the Council has taken. Liaison assignments reflect a division of labor among members of the Council, as Councilors' time is limited.
2. Liaisons shall be assigned to committees or roles required by the Metro Charter, Code, ordinance or other legal agreement. For these assignments, the Council President shall appoint these liaisons subject to confirmation by a majority vote of the Council. Liaison appointments not required by law or Metro ordinance do not require confirmation by the Council.
3. The Council President shall manage a process by which Council liaisons periodically report to the Council on significant and important activities of each committee or project to which they have been assigned. Liaisons may request staff assistance through the Chief Operating Officer to accomplish this reporting responsibility.
4. Council liaisons are expected to represent the Metro Council. Where the Council has voted or indicated a policy direction, the liaison is expected to represent that position. If the Council's official position is unknown or unclear, the liaison may request that the item be placed on a Council work session agenda.

**EXHIBIT H**  
**RULES OF PROCEDURE RELATED TO COUNCIL COMMUNICATION WITH STAFF**

The Council shall respect and support the day-to-day work of operational departments by:

1. Attempting to work together with the staff as a team in a spirit of mutual confidence and support.
2. Limiting inquiries and requests for information from staff to those questions that may be answered readily or with only the most minimal of research. Questions of a more complex nature should be addressed in a manner consistent with the Council Policy Development document.
3. Limiting individual contacts with staff so as not to influence staff decisions or recommendations, to interfere with their work performance, to affect the authority of supervisors or to prevent the full Council from having the benefit of any information received.
4. Respecting roles and responsibilities of staff when and if expressing criticism in a public meeting or through public electronic mail messages.

Resolution No. 23-5372 For the Purpose of  
Adding to the MTIP Fifteen New Project  
Awards Plus Amending and Canceling Four  
ODOT Projects to Meet Federal Delivery  
Requirements  
***Consent Agenda***

Metro Council Meeting  
Thursday, January 18, 2024

BEFORE THE METRO COUNCIL

<b>FOR THE PURPOSE OF ADDING TO THE MTIP</b>	)	RESOLUTION NO. 23-5372
<b>FIFTEEN NEW PROJECT AWARDS PLUS</b>	)	
<b>AMENDING AND CANCELING FOUR ODOT</b>	)	Introduced by: Chief Operating
<b>PROJECTS TO MEET FEDERAL DELIVERY</b>	)	Officer Marissa Madrigal in
<b>REQUIREMENTS</b>	)	concurrence with Council President
		Lynn Peterson

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

WHEREAS, the 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 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 20-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; 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, ODOT budget fund swaps, limits and needed scoping updates have impacted four of their projects which result in the two existing projects being canceled and another two requiring phase cancelations or limit adjustments; and

WHEREAS, the December FFY 2024 Formal MTIP Amendment is adding fifteen new projects which originate from approved Congressionally Directed Spending awards, federal discretionary grants, Oregon's Statewide Carbon Reduction Program awards plus Community Paths Program awards, and Metro's Transportation System Management and Operations funding awards; and

WHEREAS, completing the MTIP programming actions will enable subsequent required federal approval steps to occur without delay for all of the new and amended projects; and



WHEREAS, the programming updates to the nineteen projects in the December FFY 2024 Formal MTIP Amendment to the 2024-27 MTIP are stated in Exhibit A to this resolution; and

WHEREAS, on December 1, 2023, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 14, 2023, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add or amend the nineteen projects within Exhibit A to complete the required programming updates to the 2024-27 Metropolitan Transportation Improvement Program.

ADOPTED by the Metro Council this 18th day of January 2024.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

**Exhibit A to Resolution 23-5372  
December FFY 2024 Formal/Full MTIP Amendment Summary  
Formal Amendment #: DC24-03-DEC**

The December Federal Fiscal Year 2024 Formal MTIP Amendment adds fifteen new projects from various federal funding sources and amends four ODOT existing projects. Two of ODOT project amendments involve project cancelations from the MTIP.

Fifteen new federally funded projects are being added through this amendment. The fundings occurred from early summer to September when the draft 2024-27 MTIP was in lock-down completing its final reviews and approvals. Several projects required additional pre-scoping reviews to determine if the project contained sufficient delivery details to be programmed in the MTIP and STIP. A summary of the new fifteen projects include the following:

- Metro TSMO Program: The formal amendment adds four new Metro funded Transportation System Management and Operations (TSMO) funded projects from the recent TSMO project funding call. The four new projects complete the needed programming actions for the TSMO call that began with the November FFY 2024 formal MTIP amendment.
- Congressionally Directed Spending (CDS) Project Awards. Two CDS awarded projects are included in this amendment:
  - One FFY 2023 (CDS) project award supporting Beaverton's Downtown Loop improvement project has completed sufficient pre-scoping actions to allow it to be programmed now.
  - The second project belongs to the city of Sherwood. The project, Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin), is a new connector road in the Sherwood Tonquin Employment Area.
- RAISE Grant Project Awards. Two RAISE grant awarded projects are being programmed. They include:
  - A CDS award is being programmed in conjunction with Beaverton's new FHWA discretionary Rebuilding American Infrastructure with Sustainability as Equity (RAISE) grant to their Downtown Loop project as a separate project. Due to different project delivery requirements, the CDS and RAISE grant awards have to be programmed as separate projects.
  - A second RAISE grant award is being programmed for Washington County for Council Creek Trail. The Council Creek Trail project also has a parallel Metro Regional Flexible Funds Allocation (RFFA) funded project in Key 23254. The RAISE grant portion has to be programmed separately from the Metro RFFA funded project as well per FHWA direction.
- ODOT Carbon Reduction Program (CRP) Project Award: TriMet receive an ODOT CRP grant award to purchase new replacement buses. MTIP and STIP programming is moving forward now.
- Oregon Community Paths (OCP) Project Awards: Six new project awards from ODOT's FFY 2022 OCP program are moving forward to be programmed in the MTIP and STIP. Several only include funding to support project development and scoping actions at this time.

The Exhibit A Tables starting on the next page to Resolution 23-5372 (or MTIP Worksheets) provide the additional details about the changes and programming actions for the included projects.

2024-2027 Metropolitan Transportation Improvement Program

**Exhibit A to Resolution 24-5372**

December FFY 2024 Formal Transition Amendment Bundle Contents

Amendment Type: Formal/Full

Amendment #: DC24-03-DEC

Total Number of Projects: 19

Key Number & MTIP ID	Lead Agency	Project Name	Project Description	Amendment Action
<b>Category: Existing Amended Projects:</b>				
(#1) ODOT Key # <b>23107</b> MTIP ID 71372	ODOT	Portland Metro and Surrounding Area Safety Reserve (FFY25)	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<b><u>CANCEL PROJECT:</u></b> The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancelation, but the completion of a fund transfer to Key 23424.
(#2) ODOT Key # <b>23108</b> MTIP ID 71373	ODOT	Portland Metro and Surrounding Area Safety Reserve (FFY26)	Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.	<b><u>CANCEL PROJECT:</u></b> To fund ODOT's new Bicycle Pedestrian Safety Action Program, ODOT is recalling some HB2017 funds that were allocated to the Regions. K23108 is one of those projects. The project will be canceled and all of its funds will be reallocated to the HB2017 SSPF to fund the new program. As a result, the project must be canceled from the MTIP.
(#3) ODOT Key # <b>21710</b> MTIP ID 71196	ODOT	US30: Troutdale (Sandy River) Bridge	Repair significant bridge footing erosion to protect the structure from further damage.	<b><u>CANCEL PHASE:</u></b> The formal amendment cancels the Other and Construction phases for the project. After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design and construct, given the unavoidable risks and constraints of the project.

(#4) ODOT Key # <b>21616</b> MTIP ID 71170	ODOT	<del>OR99W: N Schmeer Rd-</del> <del>SW Meinecke Pkwy &amp;</del> <del>US30B: Kerby-165th</del> OR99W: Ross Island BRSW Wills Ln & US30B: Kerby-165th Ave	Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.	<b>LIMITS CHANGE:</b> The formal amendment adjusts the project limits resulting in updates to the project name. Adjustments to some location scope upgrades also are occurring.
<b>New Projects: Discretionary and CDS Awards:</b>				
(#5) ODOT Key # <b>23530</b> MTIP ID TBD <i>New Project</i>	Beaverton	<b>Beaverton Downtown Loop: Phase I Demo</b>	Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)	<b>ADD NEW PROJECT:</b> The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) project funding award to the MTIP. There is a second Beaverton Downtown Loop projects also being added through this amendment. See next project entry.
(#6) ODOT Key # <b>23531</b> MTIP ID TBD <i>New Project</i>	Beaverton	<b>Beaverton Downtown Loop: Preliminary Design</b>	Complete preliminary design activities containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2022 RAISE grant award)	<b>ADD NEW PROJECT:</b> The formal amendment adds the new FFY 2022 FHWA Rebuilding American Infrastructure with Sustainability as Equity (RAISE) project funding award to the MTIP. The funding will support the completion of the Preliminary Engineering phase activities. Delivery requirements differ from the normal federal awards which FHWA determined the RAISE funded project needed to be programmed as a separate project.
(#7) ODOT Key # <b>23549</b> MTIP ID TBD <i>New Project</i>	Washington County	<b>Council Creek Regional Trail: Douglas St-Dennis Ave</b>	Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe pedestrian and bicycle connections between the centers of	<b>ADD NEW PROJECT:</b> The formal MTIP amendment adds the FHWA RAISE grant awarded funds for the project to the MTIP per FHWA direction. The new Council Creek Trail project has two types of awarded federal funds: (1)

			Forest Grove, Cornelius and Hillsboro (parallel to RFFA Key 23254)	the RAISE grant, and (2) Metro awarded Regional Flexible Funds Allocation (RFFA). Due to obligation requirements and delivery conditions for the RAISE funds, they are being programmed separately. Key 23254 contains the RFFA awarded funds portion.
(#8) ODOT Key # <b>23524</b> MTIP ID TBD <i>New Project</i>	Sherwood	<b>Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)</b>	Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) awarded project to the MTIP. The project will design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.
<b>NEW PROJECT: ODOT Carbon Reduction Program (CRP)</b>				
(#9) ODOT Key # <b>23552</b> MTIP ID TBD <i>New Project</i>	TriMet	<b>TriMet Zero Emission Buses Procurement</b>	Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate GHG reduction strategies (ODOT CRP funding)	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP amendment adds the new OTC approved ODOT Statewide Carbon Reduction Program (CRP) funded project to the MTIP. The project funding will support the procurement of three replacement full-sized electric powered, zero emissions buses to replace fixed-route TriMet buses.

## NEW PROJECTS: Metro Transportation Systems Management and Operations (TSMO)

(#10) ODOT Key # <b>NEW</b> MTIP ID TBD <i>New Project</i>	Metro	<b>TSMO Accessibility            Routable Sidewalk Data            Collection Region-wide</b>	Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility barriers by finding the most barrier-free travel route for people with disabilities.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO study is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last April.
(#11) ODOT Key # <b>NEW</b> MTIP ID TBD-NEW <i>New Project</i>	Metro	<b>Transportation Systems            Management &amp;            Operations (TSMO)            Program Plus</b>	Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The project is an approved project from the Metro SFY 24 UPWP.
(#12) ODOT Key # <b>NEW</b> MTIP ID TBD <i>New Project</i>	Metro	<b>TSMO Program            Investments Evaluation            &amp; ITS Architecture            Update</b>	Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update	<b><u>ADD NEW PROJECT</u></b> The formal amendment adds the new awarded TSMO project to the MTIP. The project was initially awarded as the TSMO Program Investments and ITS Architecture update. However, the equipment purchase portion had to be split off as a stand-alone project due to potential delivery conflicts between planning activities and equipment procurement requirements. As a result, the TSMO Program Investments

				Evaluation & ITS Architecture Update project will progress as a separate stand-alone project in the MTIP and STIP that also is covered under the SFY 2025 UPWP
(#13) ODOT Key # <b>NEW</b> MTIP ID TBD <i>New Project</i>	ODOT	<b>ITS Network Equipment Upgrade Purchase</b>	Purchase various replacement ITS Network equipment upgrades (e.g. switches, SFP/lasers, etc.) at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.	<b><u>ADD NEW PROJECT:</u></b> The formal amendment adds the new awarded TSMO project to the MTIP. The ITS Network Equipment Upgrade Purchase is a regionwide TSMO improvement project to upgrade the existing regional ITS network. ODOT will deliver the project for Metro.
<b>New Projects: Oregon Community Paths (OCP) Program</b>				
(#14) ODOT Key # <b>23505</b> MTIP ID TBD <i>New Project</i>	Gresham	<b>Columbia View Park Path (Gresham)</b>	Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#15) ODOT Key # <b>23510</b> MTIP ID TBD <i>New Project</i>	Gresham	<b>North Gresham Park Path</b>	Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#16) ODOT Key # <b>23520</b> MTIP ID TBD	Happy Valley	<b>Clackamas River Trail (Happy Valley)</b>	In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement activities to construct a later multi-use trail	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community

<i>New Project</i>			(approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.	Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#17) ODOT Key # <b>23509</b> MTIP ID TBD <i>New Project</i>	Tigard	<b>Fanno Creek Regional Trail Crossing Safety</b>	Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#18) ODOT Key # <b>23519</b> MTIP ID TBD <i>New Project</i>	Tigard	<b>SW 95th Ave Highway 217 Ped/Bike Bridge Refine</b>	Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue.	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023
(#19) ODOT Key # <b>23513</b> MTIP ID TBD <i>New Project</i>	Troutdale	<b>2nd Street Bridge (Troutdale)</b>	Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.	<b><u>ADD NEW PROJECT:</u></b> The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023



Proposed Amendment Review and Approval Steps:

- Tuesday, November 28, 2023: Post amendment & begin 30-day notification/comment period.
- Friday, December 1, 2023: TPAC meeting (Required Metro amendment notification)
- Thursday, December 14, 2023: JPACT meeting.
- Friday, December 29, 2023: End 30-day Public Comment period.
- Thursday, January 11, 2024: Final approval from Metro Council anticipated.
- Mid to late February 2024: Estimated final USDOT amendment approvals occur.



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**CANCEL PROJECT**  
Cancel and remove the project  
from the MTIP

**Project #1****Project Details Summary**

<b>ODOT Key #</b>	<b>23107</b>	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71372</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0425		

Summary of Amendment Changes Occurring:

The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancellation, but the completion of a fund transfer to Key 23424. All funds from K23107 were advanced from the 24-27 STIP to the 21-24 STIP in order to fund K23424 OR211 Road Safety Audit implementation (Clackamas County) for delivery in FFY23. This action was approved by the OTC at the 3/9/23 meeting. Note: Key 23424 is outside of the Metro MPA boundary and is not included in the 2021-24 MTIP.

However, the draft 2024-27 MTIP was already under lock-down completing its final reviews and starting final approval steps. As a result of this fund transfer OTC approved was completed to Key 23424, but the adjustment to Key 23107 could not occur. Key 23107 was approved as part of the 2024-27 MTIP. Because of this, completing the fund transfer programming becomes a project cancellation in the MTIP even though it is really an administrative fund transfer. Since the funds are being transferred to a project outside of the MTIP programming area and back to a project in FFY 2023, a fiscal constraint verification is required. This triggers the need for the formal amendment. The action to the STIP has occurred and only an administrative update is required to Key 23107.

**Project Name:** **Portland Metro and Surrounding Area Safety Reserve (FFY25)**

**Lead Agency:** **ODOT**      **Applicant:** ODOT      **Administrator:** ODOT

Short Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MTIP Detailed Description (Internal Metro use only):

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	Safety		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2025		—			<del>-\$ 900,000</del>		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2025					<del>-\$ 100,000</del>		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>\$ 1,000,000</del>	\$ -	<del>\$ 1,000,000</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost							\$ -
Total Cost in Year of Expenditure:							\$ -
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (1,000,000)	\$ -	\$ (1,000,000)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
				Estimated Project Completion Date:			N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Temporary Advance Construction initially assigned to the revenue bucket.</b>							
2. Does the amendment include changes or updates to the project funding? <b>Yes. The funding is being canceled.</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT approval was required as part of the 2024-27 STIP approval.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	N/A	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Not Applicable		Not Applicable		Not Applicable

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Yes. The project is a safety project grouping bucket</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per Table 2 - Safety</b>
Exemption Reference:	<b>Projects that correct, improve, or eliminate a hazardous location or feature</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not Applicable. The pub is not capacity enhancing</b>

RTP Constrained Project ID and Name:	<b>12095 - Safety &amp; Operations Projects</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No.</b>
3a.	If yes, is an amendment required to the UPWP? <b>Not Applicable.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable</b>
4.	<b>Applicable RTP Goal: Goal #5 Safety and Security</b> <b>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</b>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing, nor does it exceed \$100 million in total project cost.</b>

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not Expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not Expected.**

### Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.

2021-2024 Active STIP		CLACKAMAS		2021-2024 Active STIP			
Name: <b>OR211 Road Safety Audit implementation (Clackamas County)</b>			Key: <b>23424</b>				
Description: Design enhancements at the OR 211 / Union Mills Road / Beavercreek Road intersections and other high-crash locations in the project corridor, including illumination, signing, sight line clearing, and pavement marking upgrades, to improve safety.				Region: 1			
MPO: Non-MPO		Work Type: SAFETY					
Applicant: ODOT		Status: PROJECT UNDER CONSTRUCTION					
<b>Location(s)-</b>							
Mileposts	Length	Route	Highway	ACT	County(s)		
14.00 to 24.00	10.00	OR-211	WOODBURN/ESTACADA	REGION 1 ACT	CLACKAMAS		
<b>Current Project Estimate</b>							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year		2023			2023		
Total		\$340,000.00			\$660,000.00		\$1,000,000.00
Fund 1		S070 \$340,000.00			S070 \$660,000.00		
Match							
<b>Footnote:</b>							
<b>Most Recent Approved Amendment</b>							
Amendment No: 21-24-3392				Approval Date: 5/19/2023			
Requested Action: Add a Construction phase, moving funds from the Preliminary Engineering phase.							





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**CANCEL PROJECT**  
Cancel and remove the project  
from the MTIP

**Project #2****Project Details Summary**

<b>ODOT Key #</b>	<b>23108</b>	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71373</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0427		

Summary of Amendment Changes Occurring:

The formal MTIP amendment cancels the project from the MTIP. From the ODOT Change Management Request (CMR):

In March 2023, ODOT established a new Bicycle Pedestrian Safety Action Program - renamed in September 2023 to the Vulnerable User Crash Response Program (VCR). This new program will be funded by HB2017 State Safety Priority Funds (SSPF). The new program will enable ODOT to respond consistently and rapidly to serious crashes involving people walking and biking across the state.

To fund this Program, ODOT is recalling some HB2017 funds that were allocated to the Regions. K23108 is one of those projects; the project will be canceled and all of its funds will be reallocated to the HB2017 SSPF to fund the new program. The OTC approved the cancellation of this project for this purpose at the 9/14/23 OTC meeting. K23108 will be fully canceled; the \$697,981 funds on the project will be reallocated to HB2017 SSPF to fund the new statewide Vulnerable User Crash Response Program (VCR).

**Project Name:** **Portland Metro and Surrounding Area Safety Reserve (FFY26)**

**Lead Agency:** **ODOT**      **Applicant:** ODOT      **Administrator:** ODOT

Short Description:

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

MTIP Detailed Description (Internal Metro use only):

Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

STIP Description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah and Washington counties.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Lane Modification or Reconfiguration	Capital Improvement
ODOT Work Type:	Safety		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2026		—			<del>\$ 628,183</del>		\$ -
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2026					<del>\$ 69,798</del>		\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	\$ -	\$ -	\$ -	<del>\$ 697,981</del>	\$ -	<del>\$ 697,981</del>
Amended Programming Totals	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Estimated Project Cost							\$ -
Total Cost in Year of Expenditure:							\$ -

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed, but canceled in the MTIP and STIP.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ (697,981)	\$ -	\$ (697,981)
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	-100.0%	0.0%	-100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							N/A
EA Number:							FHWA or FTA
Initial Obligation Date:							N/A
EA End Date:							FMIS or TRAMS
Known Expenditures:							N/A
						Estimated Project Completion Date:	N/A
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Temporary Advance Construction initially assigned to the revenue bucket.</b>							
2. Does the amendment include changes or updates to the project funding? <b>Yes. The funding is being canceled.</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via OTC action.</b>							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>OTC approval was required and occurred at their 9/14/2023 meeting,</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	N/A	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No Activity	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>The project is a non-capacity enhancing safety project grouping bucket (PGB).</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per Table 2 - Safety</b>
Exemption Reference:	<b>Projects that correct, improve, or eliminate a hazardous location or feature</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not Applicable. The PGB is not capacity enhancing</b>
RTP Constrained Project ID and Name:	<b>12095 - Safety &amp; Operations Projects</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not Applicable
No	Transit	Not Applicable
No	Freight	Not Applicable
No	Bicycle	Not Applicable
No	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No.</b>
3a.	If yes, is an amendment required to the UPWP? <b>Not Applicable.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable</b>
4.	<b>Applicable RTP Goal: Goal #5 Safety and Security</b> <b>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</b>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing, nor does it exceed \$100 million in total project cost.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>November 28, 2023 to December 29, 2023.</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not Expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected.</b>

## Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.



**Oregon**  
Tina Kotite, Governor

Oregon Transportation Commission  
Office of the Director, MS  
355 Capitol St.  
Salem, OR 97301-38

DATE: August 31, 2023

TO: Oregon Transportation Commission

FROM:   
Kristopher W. Strickler  
Director

SUBJECT: **Consent Item 11** – Amend the 24-27 Statewide Transportation Improvement Program (STIP) to reallocate a portion of HB 2017 State Safety Priority Funding (SSPF) to establish and implement an ongoing pedestrian and bicycle safety improvement initiative

**Requested Action:**

Approve the attached list of modified or canceled projects to the STIP.

**Background:**

At the March 9, 2023 meeting, the OTC supported an ODOT proposal to invest HB 2017 State Safety Priority Funds (SSPF) annually, FY 2025-2027 to create a new pedestrian and bicycle safety program (March 9, 2023 Agenda Item H). The purpose of the program is to consistently and rapidly review, assess and deliver safety improvements addressing pedestrian and bicyclist fatalities on the state highway system, particularly in low-income and Black, Indigenous, or People of Color (BIPOC) communities.

### Consent 11, Attachment 01

Key Number	Region	Action	Project name	Phase	Primary Work Type	Funding Responsibility	Project Amount	Reason for Change
K22837	2	Cancel	Northwest Oregon curve warning upgrades (2027)	PE	Safety	SSPF/HB2017 Safety R2	\$3,701,059	Project canceled entirely
K22836	2	Reduce Scope	NW Oregon HB2017 safety funding reserve (FFY24-27)	CN	Safety	SSPF/HB2017 Safety R2	\$1,000,000	Removing \$1M in funding reserve. This bucket also holds the \$3,701,059 for project K22837 that is being cancelled, so that money should be removed from here. \$1,436,560 should be left remaining in this bucket. These remaining funds are for bike/ped safety items being leveraged onto 2 other projects as approved.
K23305	3	Cancel	SW Oregon safety program funding reserve (FFY25-27)	CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$119,553	Cancelling project - federal ARTS funding moved to local agency projects
K23053	3	Reduce Scope	Region 3 Rural intersection Safety improvements	PE, CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$141,208	Scope reduction
K22947	3	Change funding source	OR62 at OR234 Roundabout	CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$2,645,128	Removing federalized HB2017 Safety beyond the minimum match requirement, and replacing with ARTS funding
K23413	3	Cancel	SW Oregon HB2017 safety program funding reserve (FFY25-27)	CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$143,554	Cancelling project - federal ARTS funding moved to local agency projects
K22940	3	Cancel	OR238 at Shafer Lane Pedestrian improvements	PE, RW, CN	Safety	ARTS and SSPF/HB2017 Safety R3	\$33,142	Cancelling project - federal ARTS funding moved to local agency projects. No ped crash history in area and not high equity area so reprioritizing funds. Will reapply for ARTS in future.
K23108/K23425	1	Cancel	US26: Safety enhancements at Stone Road	CN	Safety	SSPF/HB2017 Safety R1	\$697,981	Project is being canceled in all phases.
K22980	5	Cancel	US30: Adams Ave & OR82/Island Ave Signal	PE, RW, UR	Safety	SSPF/HB2017 Safety R5	\$800,000	Project is being canceled in all phases, in both K22980 and K23330. \$1.042 mill of this is moving to M20050 West Park Elem. RRFB and SRTS sidewalk (Hermiston)
K23330	5	Cancel	Eastern Oregon HB2017 Safety Funding Reserve FFY24-27	CN	Safety	SSPF/HB2017 Safety R5	\$1,071,165	See above
M20050	5	Add funding for Ped Safety	OR207 West Park Elem RRFB and SRTS Sidewalk Infill				-\$1,042,000	Funding from K22980/K23330 being added to this existing maintenance project
K22776	4	Change funding source	US97: Redmond-Bend Phase 2	CN	Safety	ARTS and SSPF/HB2017 Safety R4	\$1,772,438	Project amount listed is SSPF reduction from the project. \$427,707 of this is moving to K23055 US97 at Chestnut (Madras), for a net total of \$1,344,731 being returned to SSPF.
K23055	4	Add funding for Ped Safety	US97 at NE Chestnut Street (Madras)	PE, RW, CN	Safety	ARTS and SSPF/HB2017 Safety R4	-\$427,707	Funding from K22776 being added to this existing project for pedestrian safety features
<b>Total</b>							\$10,655,521	



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

**CANCEL PHASE**

Cancel the Other and Construction  
phases

**Project #3****Project Details Summary**

<b>ODOT Key #</b>	<b>21710</b>	RFFA ID:	N/A	RTP ID:	12092	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>71196</b>	CDS ID:	N/A	Bridge #:	02019	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0131		

Summary of Amendment Changes Occurring:

The formal amendment will cancel the Other and Construction phases for the project. From the ODOT Change Management Request summary:

This project was intended to design and construct scour repair on the footing of the Troutdale Bridge. During project development and design, many alternatives were evaluated for cost, constructability, and risk factors. The project team also identified many constraints that would need to be taken into account during design and construction - most notably, a limited 6 week in-water work window. A repair alternative (placing riprap to armor the bridge pier) was selected after extensive evaluation but faced significant constructability challenges related to constructing an access ramp.

After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design and construct, given the unavoidable risks and constraints of the project. In coordination with the State Bridge Program, the State Bridge Manager supported and approved concluding the Design and ROW phases of the project, canceling the Construction and Other phase, and moving to develop a monitoring plan for the bridge. Field investigation and analysis of the bridge's condition supported this approach.

As a result, the Other and Construction phases and their unobligated finds are being canceled from the MTIP and STIP.

<b>Project Name:</b>	<b>US30: Troutdale (Sandy River) Bridge</b>						
<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	ODOT	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	<b>N/A</b>	<b>Non-Certified Agency Delivery:</b>	N/A	<b>Delivery as Direct Recipient:</b>	N/A		



Short Description:

Repair significant bridge footing erosion to protect the structure from further damage.

MTIP Detailed Description (Internal Metro use only):

Repair significant bridge footing erosion to protect the structure from further damage.

STIP Description: Repair bridge footing erosion to protect the structure from further damage.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	Safety		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
State STBG	Z240	2020		\$ 512,697					\$ 512,697
<del>State STBG</del>	<del>Y240</del>	<del>2023</del>			<del>\$ 35,267</del>				\$ -
State STBG	Y240	2023			\$ 12,394				\$ 12,394
<del>State STBG</del>	<del>Y240</del>	<del>2023</del>					<del>\$ 3,717,578</del>		\$ -
<del>State STBG</del>	<del>Y240</del>	<del>2024</del>						<del>\$ 103,460</del>	\$ -
Federal Totals:			\$ -	\$ 512,697	\$ 12,394	\$ -	\$ -	\$ 103,460	\$ 525,091
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
State	Match	2020		\$ 58,680					\$ 58,680
<del>State</del>	<del>Match</del>	<del>2023</del>			<del>\$ 4,036</del>				\$ -
State	Match	2023			\$ 1,419				\$ 1,419
<del>State</del>	<del>Match</del>	<del>2023</del>					<del>\$ 425,493</del>		\$ -
<del>State</del>	<del>Match</del>	<del>2024</del>						<del>\$ 11,841</del>	\$ -
State Totals:			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ 571,377	<del>\$ 39,303</del>	\$ -	<del>\$ 4,143,071</del>	<del>\$ 115,301</del>	<del>\$ 4,869,052</del>
Amended Programming Totals			\$ -	\$ 571,377	\$ 13,813	\$ -	\$ -	\$ -	\$ 585,190
Total Estimated Project Cost									Not Specified
Total Cost in Year of Expenditure:									Not Specified
Programming Summary			Yes/No	Reason if short Programmed					
Is the project short programmed?			No	The project is not short programmed					
Programming Adjustments Details			Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:			\$ -	\$ -	\$ (25,490)	\$ -	\$ (4,143,071)	\$ (115,301)	\$ (4,283,862)
Phase Change Percent:			0.0%	0.0%	-64.9%	0.0%	-100.0%	-100.0%	-88.0%
Amended Phase Matching Funds:			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099
Amended Phase Matching Percent:			N/A	10.27%	10.27%	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals									
Fund Category			Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal			\$ -	\$ 512,697	\$ 12,394	\$ -	\$ -	\$ -	\$ 525,091
State			\$ -	\$ 58,680	\$ 1,419	\$ -	\$ -	\$ -	\$ 60,099
Local			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total			\$ -	\$ 571,377	\$ 13,813	\$ -	\$ -	\$ -	\$ 585,190
Phase Composition Percentages									
Fund Type			Planning	PE	ROW	UR	Cons	Other	Total
Federal			0.0%	89.73%	89.73%	0.0%	0.0%	0.0%	89.73%
State			0.0%	10.27%	10.27%	0.0%	0.0%	0.0%	10.27%
Local			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total			0.0%	100.00%	100.00%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	87.61%	2.12%	0.0%	0.0%	0.0%	89.73%
State	0.0%	10.03%	0.24%	0.0%	0.0%	0.0%	10.27%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Total	0.0%	97.64%	2.36%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 571,377	\$ 13,813				Aid ID
Federal Funds Obligated:		\$ 512,697	\$ 12,394				S100(067)
EA Number:		PE003205	R9852000				FHWA or FTA
Initial Obligation Date:		6/8/2020	8/24/2023				FHWA
EA End Date:		N/A	N/A				FMIS or TRAMS
Known Expenditures:		N/A	N/A				FMIS
				Estimated Project Completion Date:			Not Stated
Are federal funds being flex transferred to FTA?	Yes/No	If yes, expected FTA conversion code:			N/A		

Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.

Fiscal Constraint Consistency Review	
1.	What is the source of funding? <b>ODOT federal STBG funds already obligated for PE and ROW.</b>
2.	Does the amendment include changes or updates to the project funding? <b>Yes. The Other and Construction phases are canceled resulting in a 88% decrease to the project. The prior committed funds are being re-purposed back into the Bridge program.</b>
3.	Was proof-of-funding documentation provided to verify the funding change? <b>Yes via the STIP Impacts Worksheet.</b>
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Approval by the Bridge Program Manager was required.</b>
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	US30	-0.01	0.03	0.04
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Columbia River Hwy		West of Sandy River		Jordan Road

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2020	Years Active	5	Project Status	5	RW ) Right-of Way activities initiated including R/W acquisition and/or utilities relocation.	
Total Prior Amendments	5	Last Amendment	Administrative	Date of Last Amendment	July 2023	Last MTIP Amend Num	AM23-21-JUL1
Last Amendment Action	Slip Other phase with \$103,460 of federal State STBG plus match from FFY 2023 to FFY 2024						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus areas are "no" for POC, LI, and LEP equity areas on both sides of the Sandy River
						X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
			X				
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Exempt project per 40 CFR 93.126, Table 2 - Safety
Exemption Reference:	Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Was an air analysis required as part of RTP inclusion?	No. Not Required.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	No. Not Applicable.

RTP Constrained Project ID and Name:	<b>2018 RTP ID# 12092 - Bridge Rehabilitation &amp; Repair</b>
RTP Project Description:	<b>Projects to repair or rehabilitate bridges, such as painting, joint repair, bridge deck repair, seismic retrofit, etcetera, that do not add motor vehicle capacity.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
Yes	Bicycle	Historic Columbia River Hwy is designated as a "Regional Bikeway" in the Bicycle network
Yes	Pedestrian	Historic Columbia River Hwy is designated as a "Regional Pedestrian Corridor " in the Pedestrian network

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Columbia River Hwy	No designation
Functional Classification	Yes	Columbia River Hwy	Urban Major Collector
Federal Aid Eligible Facility	Yes	Columbia River Hwy	FHWA Functional Classification Code: 5 (Major Collector)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not Applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? None. <b>Not Applicable.</b>
4.	Applicable RTP Goal: <b><u>Goal #5 - Safety and Security</u></b> 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 MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

### Fund Codes References

State	General State funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
State STBG	Appropriated STBG that remains under ODOT's management and committed to eligible projects.

**Key Number:**

**21710**

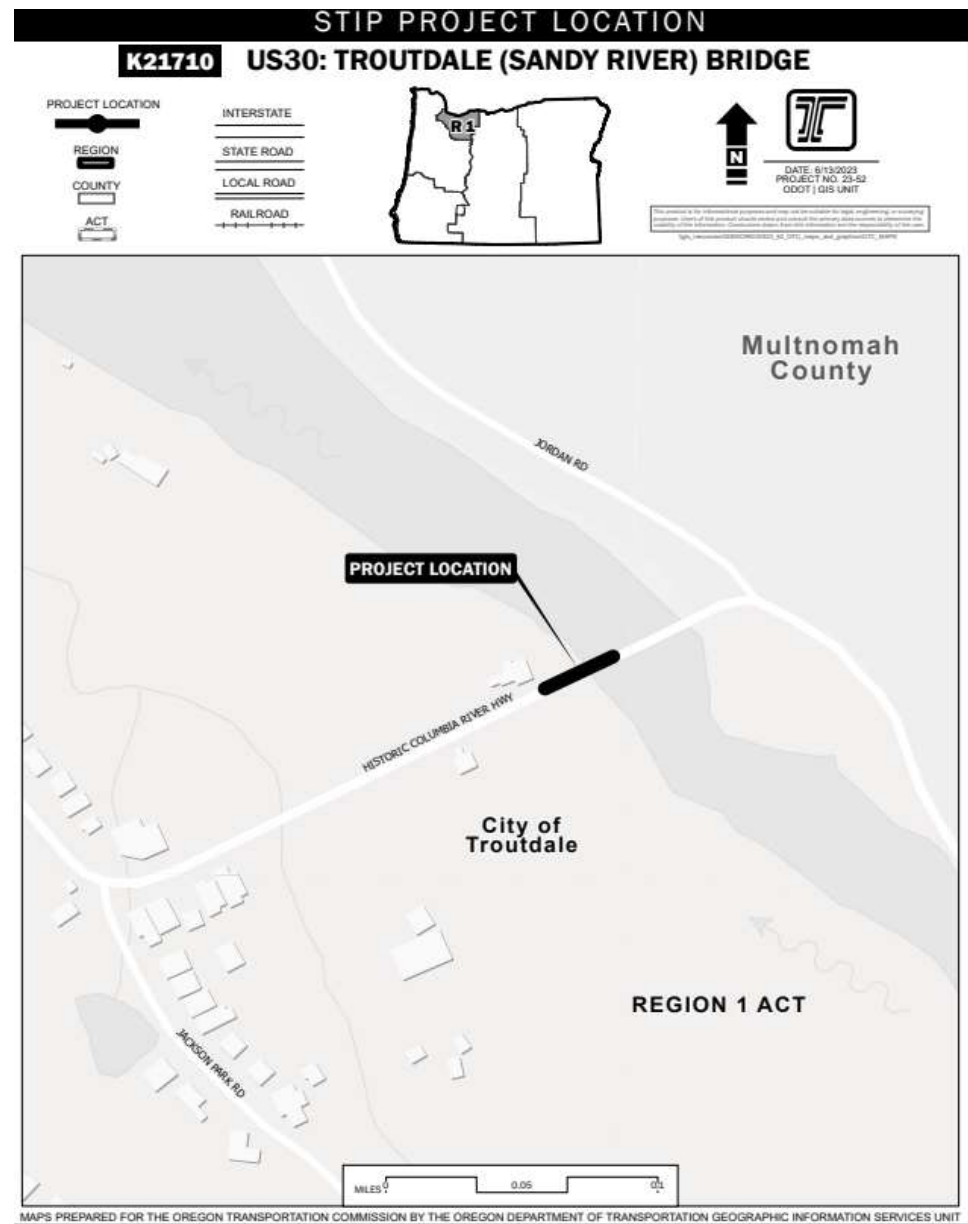
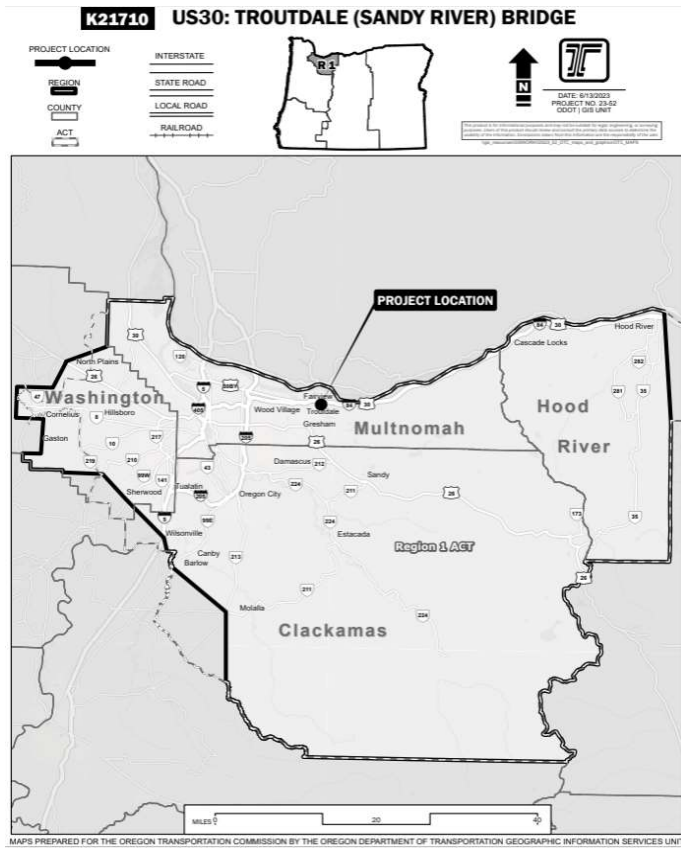
**2024-2027 STIP**

**Project Name:**

**IIS30: Troutdale (Sandy River) Bridge**

**(PENDING AMENDMENT)**

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Z240	SURFACE TRANSP BLOCK GRTS-FLEX	100.00%	571,377.00	89.73%	512,696.58	10.27%	58,680.42	0.00%	0.00
	PE Totals		100.00%	571,377.00		512,696.58		58,680.42		0.00
RW	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	0.00%	13,812.15	89.73%	12,393.64	10.27%	1,418.51	0.00%	0.00
	RW Totals		0.00%	13,812.15		12,393.64		1,418.51		0.00
CN	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	CN Totals		0.00%	0.00		0.00		0.00		0.00
OT	Y240	Surface Transportation Block Grant (STBG) - Flex IIJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	OT Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				585,189.15		525,090.22		60,098.93		0.00





Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment  
**LIMITS CHANGE**

Adjust name, description, and  
funding based on revised limits

## Project #4

## Project Details Summary

ODOT Key #	21616	RFFA ID:	N/A	RTP ID:	12095	RTP Approval Date:	12/6/2018
MTIP ID:	71170	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:	24-27-0215		

## Summary of Amendment Changes Occurring:

The formal amendment adjusts the project limits resulting in updates to the project name. Adjustments to some location scope upgrades also are occurring. Overall, the major scope elements remain the same. The changes are due to an increase in costs and inflationary pressures resulting in increased Preliminary Engineering phase costs. Reducing scope mitigates the increases and allows funding to support the revised project scope.

Project Name:

~~OR99W:N Schmeer Rd—SW Meinecke Pkwy & US30B: Kerby-165th~~  
**OR99W: Ross Island BR-SW Wills Ln & US30B: Kerby-165th Ave**

Lead Agency:

ODOT

Applicant:

ODOT

Administrator:

ODOT

Short Description:

Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

MTIP Detailed Description (Internal Metro use only):

On OR99W from ~~5.71 to 15.95~~ **MP 1.87 to MP 12.03** and on US30 from 5.60 to 14.70, install various safety improvements including upgrading signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

STIP Description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.

## Project Classification Details

Project Type	Category	Features	System Investment Type
Highway	Highway - Motor Vehicle	Preservation or Maintenance	Maintenance and Preservation
ODOT Work Type:	Safety		



Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
<del>HSIP</del>	<del>ZS30</del>	<del>2021</del>		<del>\$ 499,715</del>					\$ -
HSIP	ZS30	2021		\$ 429,860					\$ 429,860
STBG-U	Y230	2021		\$ 527,760					\$ 527,760
HSIP	ZS30	2024				\$ 11,685			\$ 11,685
<del>HSIP</del>	<del>ZS30</del>	<del>2024</del>					<del>\$ 1,724,628</del>		\$ -
HSIP	ZS30	2024					\$ 1,317,818		\$ 1,317,818
Federal Totals:			\$ -	\$ 957,620	\$ -	\$ 11,685	\$ 1,317,818	\$ -	\$ 2,287,123
Note: The added STBG-U is not Metro funding but extra urban STBG that needs to be obligated. Also, the STBG-U is 100% federal. No match is required.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
<del>State (HSIP)</del>	<del>Match</del>	<del>2021</del>		<del>\$ 42,158</del>					\$ -
State (HSIP)	Match	2021		\$ 36,264					\$ 36,264
State (HSIP)	Match	2023				\$ 986			\$ 986
<del>State (HSIP)</del>	<del>Match</del>	<del>2024</del>					<del>\$ 145,496</del>		\$ -
State (HSIP)	Match	2024					\$ 146,424		\$ 146,424
State Totals:			\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ 541,873</del>	\$ -	\$ 12,671	<del>\$ 1,870,124</del>	\$ -	<del>\$ 2,424,668</del>
Amended Programming Totals			\$ -	\$ 993,884	\$ -	\$ 12,671	\$ 1,464,242	\$ -	\$ 2,470,797
Total Estimated Project Cost									\$ 2,470,797
Total Cost in Year of Expenditure:									\$ 2,470,797

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 452,011	\$ -	\$ -	\$ (405,882)	\$ -	\$ 46,129
Phase Change Percent:	0.0%	83.4%	0.0%	0.0%	-21.7%	0.0%	1.9%
Amended Phase Matching Funds:	\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Amended Phase Matching Percent:	N/A	7.78%	N/A	7.78%	10.00%	N/A	9.45%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 957,620	\$ -	\$ 11,685	\$ 1,317,818	\$ -	\$ 2,287,123
State	\$ -	\$ 36,264	\$ -	\$ 986	\$ 146,424	\$ -	\$ 183,674
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ -	\$ 993,884	\$ -	\$ 12,671	\$ 1,464,242	\$ -	\$ 2,470,797
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	96.35%	0.0%	92.22%	90.00%	0.0%	92.57%
State	0.0%	3.65%	0.0%	7.78%	10.00%	0.0%	7.43%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	100.00%	0.0%	100.00%	100.00%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	38.76%	0.0%	0.47%	53.34%	0.0%	92.57%
State	0.0%	1.47%	0.0%	0.04%	5.93%	0.0%	7.43%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Total	0.0%	40.23%	0.0%	0.51%	59.26%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		\$ 993,884					Aid ID
Federal Funds Obligated:		\$ 957,620					SA00(385)
EA Number:		PE003252					FHWA or FTA
Initial Obligation Date:		12/4/2020					FHWA
EA End Date:		N/A					FMIS or TRAMS
Known Expenditures:		N/A					FMIS
				Estimated Project Completion Date:		12/31/2027	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		Yes/No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>ODOT HSIP and now urban eligible STBG.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the funding changes include the addition of urban STBG which remain as ODOT funds and are not Metro funds.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via internal ODOT confirmation of the fund swap.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>ODOT Salem approval was required for the funding adjustment and fund swap.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	Yes	OR99W	5.19	15.95	10.76
			1.87	12.03	10.16
	Yes	US30B	5.52	14.70	9.18
	Note: No change to US30B project limits				
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	OR99W		Ross Island Bridge	Willis Lane	
	US30B		Kerby	165th Ave	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2021	Years Active	4	Project Status	4	(PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).	
Total Prior Amendments	4	Last Amendment	Administrative	Date of Last Amendment	June 2023	Last MTIP Amend Num	AM23-20-JUN3
Last Amendment Action	CANCEL PHASE: Cancel ROW phase and shift nonobligated funds back to PE phase						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus areas are generally no across all identified sectors. The project is located on the CMP network which supports congestion mitigation investments.
	X					X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No. The project is not a capacity enhancing improvement.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per 40 CFR 93/126, Table 2 - Safety</b>
Exemption Reference:	<b>Highway Safety Improvement Program implementation.</b>
Was an air analysis required as part of RTP inclusion?	<b>No. Not Required.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not Applicable.</b>

RTP Constrained Project ID and Name:	<b>12095 - Safety &amp; Operations Projects</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	OR99W is designated as a Major Arterial in the project limits
		US30 Bypass is designated as a Major and Minor Arterial in the project limits
Yes	Transit	OR99W is designated as a Frequent in the project limits in the Transit network
		US30 Bypass is designated as a Frequent Bus in portions of project limits in the Transit network
Yes	Freight	OR99W is designated as a Main Roadway Route in the project limits in the Freight network
		US30 Bypass is designated in a portion of the project limits as a roadway connector in the Freight network
Yes	Bicycle	OR99W is designated as a Bicycle Parkway in the project limits in the Bicycle network
		US30 Bypass is designated as a Regional Bikeway in the project limits in the Bicycle network
Yes	Pedestrian	OR99W is designated as a Pedestrian Parkway in the project limits in the Pedestrian network
		OR30 Bypass is designated as a Pedestrian Parkway in the project limits in the Pedestrian network.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	OR99W	OR99W is designated as a "MAP-21 NHS Principal Arterial" and an "Other NHS Routes"
	Yes	US30 Bypass	US30 Bypass appears to be designated as "MAP-21 NHS Principal Arterial" and an "Other NHS Routes" in portions of the project limits.
Functional Classification	Yes	OR99W	Urban Other Principal Arterial
	Yes	US30 Bypass	Urban Other Principal Arterial
Federal Aid Eligible Facility	Yes	OR99W	FHWA Functional Classification Code: 3 (Other Principal Arterial)
	Yes	US30 Bypass	FHWA Functional Classification Code: 3 (Other Principal Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>Yes</b>
3.	Is the project included as part of the approved: UPWP? <b>No.</b>

3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable</b>
4. Applicable RTP Goal: <b>Goal #5 - Safety and Security:</b> 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 MTIP amendment? <b>No. The project is not capacity enhancing or does the total project cost exceed \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>November 28, 2023 to December 29, 2023</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected.</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>	

Fund Codes References	
HSIP	A federal funding source (FHWA based) appropriated to the State DOT. The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT normally suballocates to Metro for use of eligible projects in urban areas.
State	General state funds used to meet the minimum match requirement to the federal funds.







**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new 2023 CDS project  
 award to the MTIP

**Project #5**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23530</b>	RFFA ID:	N/A	RTP ID:	10664, 12121 12122, 12123	RTP Approval Date:	December 2023
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:		24-27-0382	

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) project funding award to the MTIP. There is a second Beaverton Downtown Loop projects also being added through this amendment. That project contains a RAISE grant award and must be programmed separately due to the obligation and delivery requirements through FHWA. The overall scope improvements are the same for both projects.

<b>Project Name:</b>	<b>Beaverton Downtown Loop: Phase I Demo</b>						
<b>Lead Agency:</b>	<b>Beaverton</b>	<b>Applicant:</b>	Beaverton	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	<b>Yes</b>	<b>Delivery as Direct Recipient:</b>	No		

**Short Description:**

Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)

**MTIP Detailed Description (Internal Metro use only):**

In the city of Beaverton between SW Crescent St in the north then south to SW 6th St, on and between SW Watson and SW Hall Blvd, design and construct various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction for added pedestrian safety as part of the Beaverton Downtown Loop upgrade project (2023 CDS, ID OR215)

**STIP Description:**

Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets  ODOT Work Type:	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
	Active Trans - Bike	Protected Lanes	Capital Improvement
	Active Trans - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
	Active Trans - Transit Operations	Capital - Passenger Facilities	Capital Improvement

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCDS23	Y926	2024		\$ 1,200,000					\$ 1,200,000
HIPCDS23	Y926	2024					\$ 2,800,000		\$ 2,800,000
Federal Totals:			\$ -	\$ 1,200,000	\$ -	\$ -	\$ 2,800,000	\$ -	\$ 4,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 137,345					\$ 137,345
Other	OTH0	2024		\$ 162,655					\$ 162,655
Local	Match	2024					\$ 320,473		\$ 320,473
Other	OTH0	2024					\$ 379,527		\$ 379,527
Local Totals:			\$ -	\$ 300,000	\$ -	\$ -	\$ 700,000	\$ -	\$ 1,000,000

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Total Estimated Project Cost							\$ 5,000,000
Total Cost in Year of Expenditure:							\$ 5,000,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 137,345	\$ -	\$ -	\$ 320,473	\$ -	\$ 457,818
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,200,000	\$ -	\$ -	\$ 2,800,000	\$ -	\$ 4,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 300,000	\$ -	\$ -	\$ 700,000	\$ -	\$ 1,000,000
Total	\$ -	\$ 1,500,000	\$ -	\$ -	\$ 3,500,000	\$ -	\$ 5,000,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	24.0%	0.0%	0.0%	56.0%	0.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	6.0%	0.0%	0.0%	14.0%	0.0%	20.0%
Total	0.0%	30.0%	0.0%	0.0%	70.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	80.0%	0.0%	0.00%	80.00%	0.0%	80.0%
State	0.00%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%
Local	0.00%	20.0%	0.0%	0.00%	20.00%	0.0%	20.0%
Total	0.00%	100.0%	0.0%	0.00%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not			Not		Aid ID
Federal Funds Obligated:		Obligated			Obligated		
EA Number:		Yet			Yet		FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2028	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Federal funds originate from a FFY 2023 Congressionally Directed Spending award - DEMO ID OR215</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the project adds new approved CDS funding to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, per March 21, 2023, USDOT memo "Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023"</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. However, Congressional approval was required for the CDS award.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street	Cross Street	
		SW Watson Ave	SW 6th Street in the south	SW Crescent St in the north	
		SW Hall Blvd	SW 6th Street in the south	SW Crescent St in the north	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Limited Income (LI) = Yes
				X	X	X	
Note: Mobility Improvement proposed Signal/ITS improvements							
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, exempt per 40 CFR 93.126, Table 2 - Air Quality</b>
Exemption Reference:	<b>Air Quality - Bicycle and Pedestrian Facilities</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not Applicable</b>
RTP Constrained Project ID and Name:	<b>10664: Downtown Loop Complete Street: Watson - Millikan Way to 1st</b> <b>12121: Downtown Loop Complete Street: Hall - Millikan Way to 1st</b> <b>12122: Downtown Loop Complete Street: Watson Ave - 1st to 5th</b> <b>12123: Downtown Loop Complete Street: Hall Boulevard - 1st to 5th</b>
RTP Project Description:	<u><b>10664:</b></u> Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. <u><b>12121:</b></u> Construct complete street on Hall Boulevard between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. <u><b>12122:</b></u> Construct complete street on Watson Avenue between 1st Street and 5th Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. <u><b>12123:</b></u> Construct complete street on Hall Boulevard, between 1st Street and 5th Street, with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	SW Watson Ave = Major Arterial
Yes		SW Hall Blvd = Major Arterial
Yes	Transit	SW Watson Ave = Frequent Bus up to OR8/SW Canyon Rd
Yes		SW Hall Blvd = Frequent Bus up to OR8/SW Canyon Rd
No	Freight	SW Watson Ave = No designation
No		SW Hall Blvd = No designation
Yes	Bicycle	SW Watson Ave = Regional Bikeway
Yes		SW Hall Blvd = Regional Bikeway
Yes	Pedestrian	SW Watson Ave = Regional Pedestrian Corridor
Yes		SW Hall Blvd = Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SW Watson Ave	No designation
	No	SW Hall Blvd	No designation
Functional Classification	Yes	SW Watson Ave	Urban Minor Arterial
	Yes	SW Hall Blvd	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	SW Watson Ave	FHWA Functional Classification Code: 4 (Minor Arterial)
	Yes	SW Hall Blvd	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not Applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No. Not Applicable.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable</b>

4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal #3 - Transportation Choices:</u></b></p> <p>Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.</p> <p><b><u>Goal #5 - Safety and Security:</u></b></p> <p>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</p> <p><b><u>Goal #9 - Equitable Transportation:</u></b></p> <p>Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.</p>
5.	<p>Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b></p>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be November 28, 2023 to December 29, 2023</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCDS23	The fund type code represents federal funds. The code identifies the approved the Congressionally Direction Spending (CDS) funds from the approved Consolidated Appropriations Act of 2023. The federal funds will fund up to 89.73% of the project's cost and require a minimum match requirement of 10.27%.
Other	General local or state funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.



# Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply  
Refer to: HISM-40

From: Peter J. Stephanos /s/  
Director, Office of Stewardship, Oversight,  
and Management

To: Brian R. Bezio  
Chief Financial Officer

Division Administrator

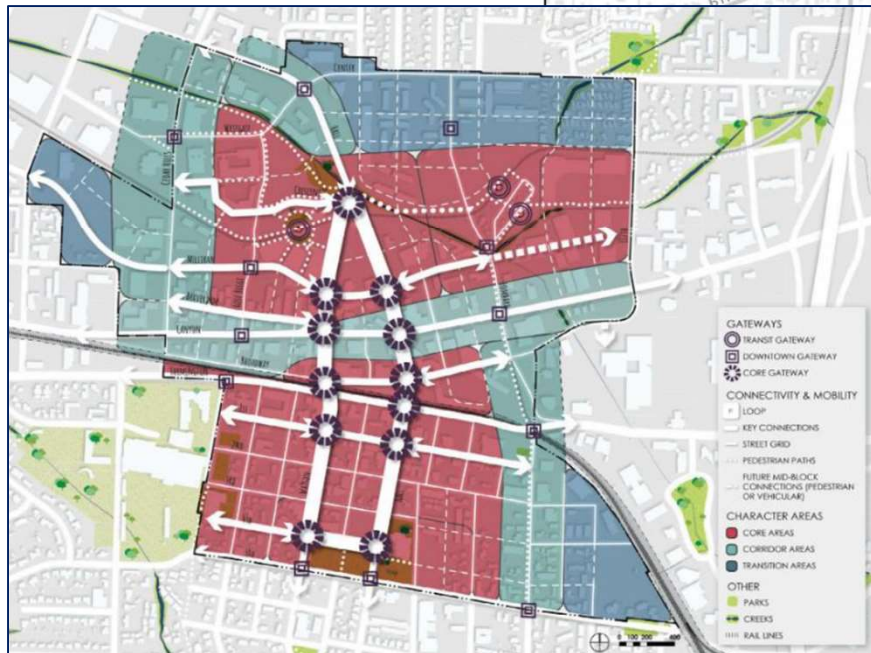
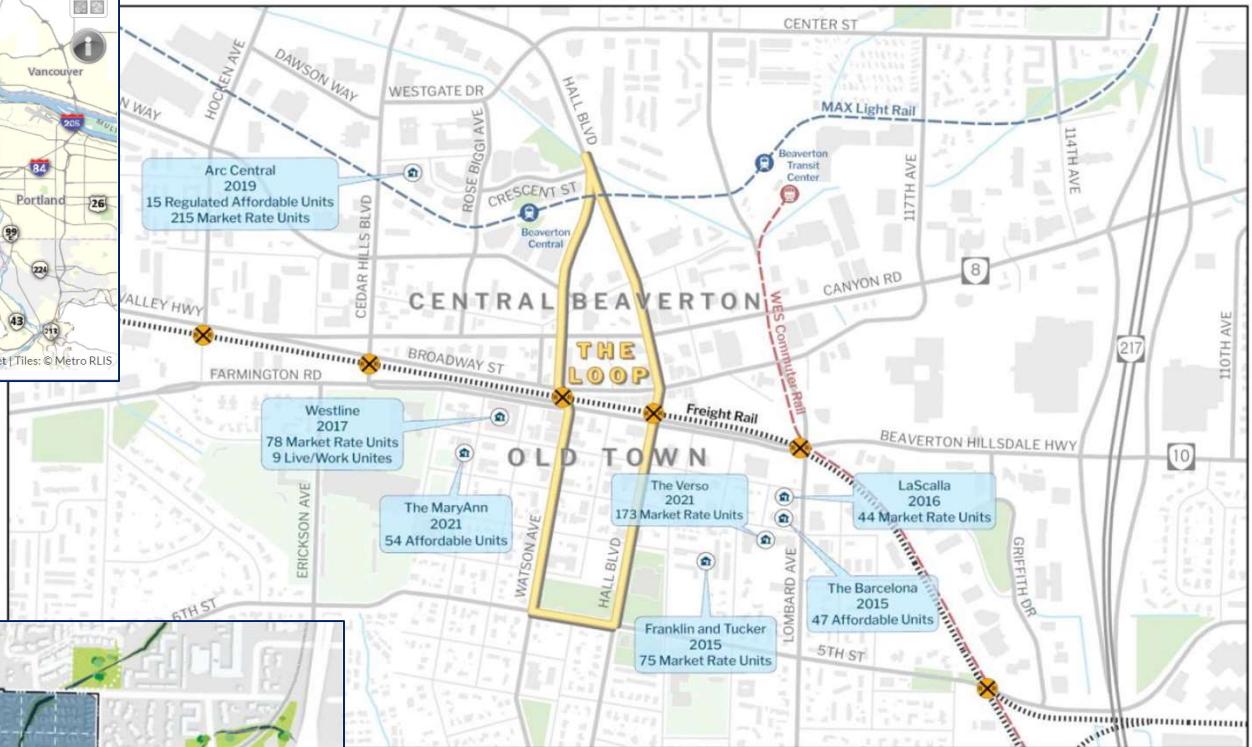
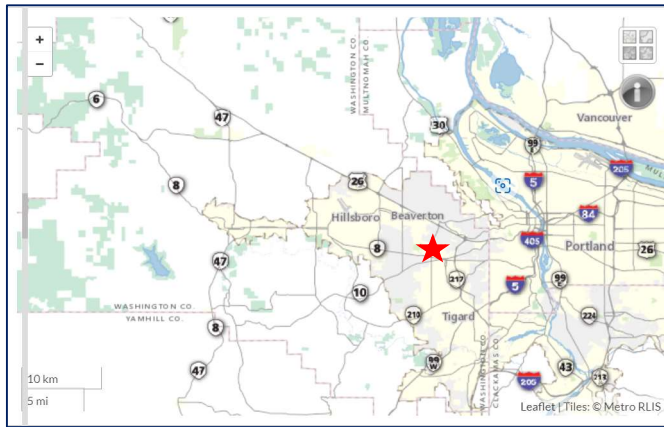
The Consolidated Appropriations Act, 2023 (Public Law 117-328) appropriates a total of \$3,417,811,613 for Highway Infrastructure Programs (HIP) from the General Fund of the Treasury for fiscal year (FY) 2023. Of such amount, \$1,862,811,613 is set aside for "Community Project Funding / Congressionally Directed Spending." The project descriptions for the 562 projects can be found in the "Community Project Funding / Congressionally Directed Spending" table in the Joint Explanatory Statement incorporated by reference in Division L of the Consolidated Appropriations Act, 2023, and are also included in the attachment to this memo. With this memorandum, FHWA is allocating

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	10.84%	162,654.63	0.00%	0.00	0.00%	0.00	100.00%	162,654.63
	Y926	HIP - community project congressionally directed	89.16%	1,337,345.37	89.73%	1,200,000.00	0.00%	0.00	10.27%	137,345.37
	PE Totals		100.00%	1,500,000.00		1,200,000.00		0.00		300,000.00
CN	OTH0	OTHER THAN STATE OR	10.84%	379,527.47	0.00%	0.00	0.00%	0.00	100.00%	379,527.47
	Y926	HIP - community project congressionally directed	89.16%	3,120,472.53	89.73%	2,800,000.00	0.00%	0.00	10.27%	320,472.53
	CN Totals		100.00%	3,500,000.00		2,800,000.00		0.00		700,000.00
Grand Totals					5,000,000.00		4,000,000.00		0.00	1,000,000.00

## Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
OR	OR206	Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project *See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
OR	OR211	Jordan Road to Sandy River Delta Multi-use Path, Columbia River	2,332,000	2,332,000		2,332,000	
OR	OR212	Gorge National Scenic Area — Multnomah County, OR	3,178,686	3,178,686		3,178,686	
OR	OR213	Earthquake Ready Burnside Bridge (EQRB) Design Phase — Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	







Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new 2023 RAISE grant  
project award to the MTIP

**Project #6****Project Details Summary**

<b>ODOT Key #</b>	<b>23531</b>	RFFA ID:	N/A	RTP ID:	10664, 12121 12122, 12123	RTP Approval Date:	December 2023
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0386		

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2022 FHWA Rebuilding American Infrastructure with Sustainability as Equity (RAISE) project funding award to the MTIP. The funding will support the completion of the Preliminary Engineering phase activities. This is the second Beaverton Downtown Loop projects being added through this amendment. The other project is the Congressionally Directed Spending (CDS) awarded project that is being programmed separately due to the obligation and delivery requirements through FHWA. The overall scope improvements are the same for both projects.

<b>Project Name:</b>	<b>Beaverton Downtown Loop: Preliminary Design</b>						
<b>Lead Agency:</b>	<b>Beaverton</b>	<b>Applicant:</b>	Beaverton	<b>Administrator:</b>	<b>FHWA</b>		
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	No	<b>Delivery as Direct Recipient:</b>	<b>Yes</b>		

**Short Description:**

Complete preliminary design activities containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2022 RAISE grant award)

**MTIP Detailed Description (Internal Metro use only):**

In the city of Beaverton between SW Crescent St in the north then south to SW 6th St, on and between SW Watson and SW Hall Blvd, complete preliminary design activities to later construct various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction for added pedestrian safety as part of the Beaverton Downtown Loop upgrade project (2022 RAISE grant award)

**STIP Description:**

Preliminary design project that will design wider sidewalks, protected bike lanes, new bus stops, and signal and intersection improvements along SW Hall Boulevard and SW Watson Street between SW Crescent Street and SW 5th Street. The project will create a corridor master plan, prepare preliminary construction plans for a future first phase project, and refine the project's implementation strategy.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets  ODOT Work Type:	Active Trans - Pedestrian	Sidewalk Reconstruction	Capital Improvement
	Active Trans - Bike	Protected Lanes	Capital Improvement
	Active Trans - Motor Vehicle	System Management and Operations	Systems Management, ITS, and Operations
	Active Trans - Transit Operations	Capital - Passenger Facilities	Capital Improvement

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2024		\$ 2,000,000					\$ 2,000,000
							\$ -		\$ -
Federal Totals:			\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 500,000					\$ 500,000
									\$ -
Local Totals:			\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Total Estimated Project Cost							\$ 2,500,000
Total Cost in Year of Expenditure:							\$ 2,500,000
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The project contains only the raise grant funding for the PE phase					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Amended Phase Matching Percent:	N/A	20.00%	N/A	N/A	N/A	N/A	20.00%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000
Total	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ 2,500,000
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	80.0%	0.0%	0.0%	0.0%	0.0%	80.0%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	20.0%
Total	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	80.0%	0.0%	0.0%	0.0%	0.0%	80.0%
State	0.00%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	20.0%	0.0%	0.0%	0.0%	0.0%	20.0%
Total	0.00%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not			Not		Aid ID
Federal Funds Obligated:		Obligated			Obligated		
EA Number:		Yet			Yet		FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2028	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1.	What is the source of funding? <b>Federal funds originate from the FFY 2022 FHWA discretionary RAISE grant funding program.</b>
2.	Does the amendment include changes or updates to the project funding? <b>Yes, the project adds new approved RAISE funding to the MTIP. The specific fund code has not been identified. In the meantime, the project is being programmed using the Advance Construction fund type code.</b>
3.	Was proof-of-funding documentation provided to verify the funding change? <b>Yes, per FHWA's 2022 RAISE Fact Sheet</b>
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. However, FHWA approval of the FFY 2022 discretionary grant awards was required.</b>
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	SW Watson Ave		SW 6th Street in the south		SW Crescent St in the north
	SW Hall Blvd		SW 6th Street in the south		SW Crescent St in the north
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	1	Pre-first phase obligation activities (IGA development, project scoping, scoping refinement,	
Total Prior Amendments	0	Last Amendment	None Prior	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Limited Income (LI) = Yes
				X	X	X	
Note: Mobility Improvement proposed Signal/ITS improvements							
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

<b>RTP Air Quality Conformity and Transportation Modeling Designations</b>	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, exempt per 40 CFR 93.126, Table 2 - Air Quality</b>
Exemption Reference:	<b>Air Quality - Bicycle and Pedestrian Facilities</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not Applicable</b>
RTP Constrained Project ID and Name:	<b>10664: Downtown Loop Complete Street: Watson - Millikan Way to 1st</b> <b>12121: Downtown Loop Complete Street: Hall - Millikan Way to 1st</b> <b>12122: Downtown Loop Complete Street: Watson Ave - 1st to 5th</b> <b>12123: Downtown Loop Complete Street: Hall Boulevard - 1st to 5th</b>
RTP Project Description:	<u><b>10664:</b></u> Construct complete street on Watson Avenue between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. <u><b>12121:</b></u> Construct complete street on Hall Boulevard between Millikan Way and 1st Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. <u><b>12122:</b></u> Construct complete street on Watson Avenue between 1st Street and 5th Street with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks. <u><b>12123:</b></u> Construct complete street on Hall Boulevard, between 1st Street and 5th Street, with wider sidewalks, protected bike lanes, street trees, new signals and marked crosswalks.



Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	SW Watson Ave = Major Arterial
Yes		SW Hall Blvd = Major Arterial
Yes	Transit	SW Watson Ave = Frequent Bus up to OR8/SW Canyon Rd
Yes		SW Hall Blvd = Frequent Bus up to OR8/SW Canyon Rd
No	Freight	SW Watson Ave = No designation
No		SW Hall Blvd = No designation
Yes	Bicycle	SW Watson Ave = Regional Bikeway
Yes		SW Hall Blvd = Regional Bikeway
Yes	Pedestrian	SW Watson Ave = Regional Pedestrian Corridor
Yes		SW Hall Blvd = Regional Pedestrian Corridor

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SW Watson Ave	No designation
	No	SW Hall Blvd	No designation
Functional Classification	Yes	SW Watson Ave	Urban Minor Arterial
	Yes	SW Hall Blvd	Urban Minor Arterial
Federal Aid Eligible Facility	Yes	SW Watson Ave	FHWA Functional Classification Code: 4 (Minor Arterial)
	Yes	SW Hall Blvd	FHWA Functional Classification Code: 4 (Minor Arterial)

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not Applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No. Not Applicable.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable</b>



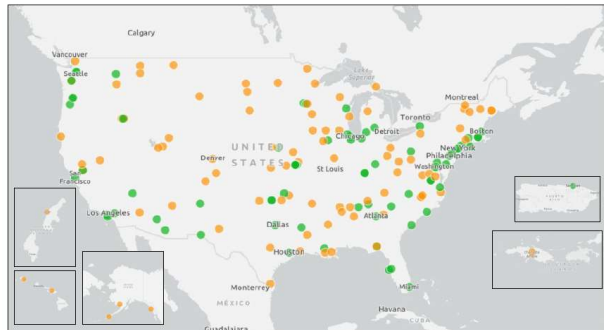
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal #3 - Transportation Choices:</u></b></p> <p>Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.</p> <p><b><u>Goal #5 - Safety and Security:</u></b></p> <p>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</p> <p><b><u>Goal #9 - Equitable Transportation:</u></b></p> <p>Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.</p>
5.	<p>Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b></p>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be November 28, 2023 to December 29, 2023</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules.



## RAISE 2022 FACT SHEETS



### BEAVERTON DOWNTOWN LOOP COMPLETE STREET PROJECT

RAISE AWARD AMOUNT: \$2,000,000

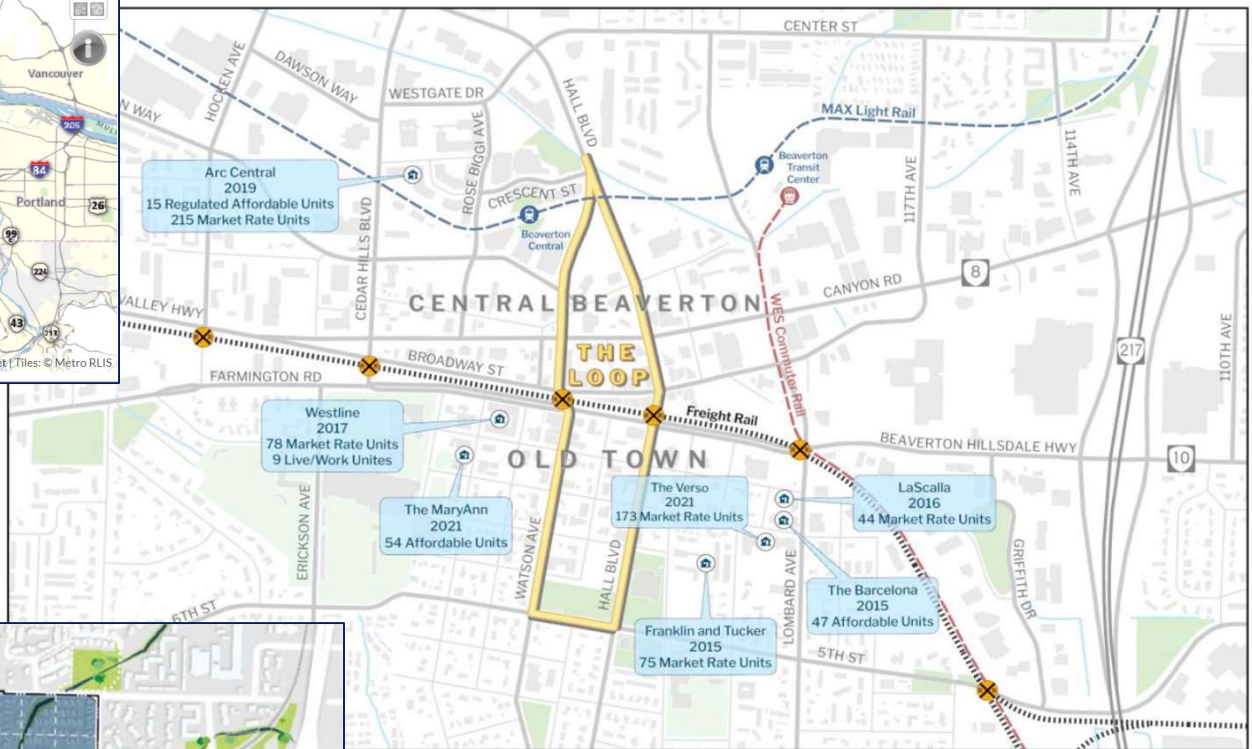
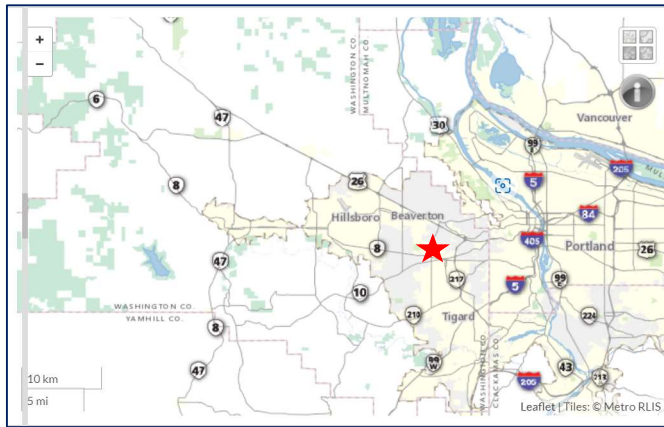
APPLICANT: CITY OF BEAVERTON

STATE: OREGON

URBAN

**Project Description:** This planning project will design wider sidewalks, protected bike lanes, new bus stops, and signal and intersection improvements along SW Hall Boulevard and SW Watson Street between SW Crescent Street and SW 5th Street. The project will create a corridor master plan, prepare preliminary construction plans for a future first phase project, and refine the project's implementation strategy.

**Project Benefits:** The project will reduce crashes by separating vehicle lanes from non-motorized traffic and improving access to existing transit. The project plans to address current vulnerabilities that threaten movement throughout the project corridor and includes future maintenance plans to keep the assets in a state of good repair. The project will collaborate with public and private entities, including substantial community outreach and equity considerations, and commits to creating opportunities for DBEs.





**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
 Add the new RAISE grant project  
 award to the MTIP

**Project #7**

**Project Details Summary**

<b>ODOT Key #</b>	<b>23549</b>	RFFA ID:	50462	RTP ID:	10806	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A-RAISE	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0497		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the FHWA RAISE grant awarded funds for the project to the MTIP per FHWA direction. The new Council Creek Trail project has two types of awarded federal funds: (1) the RAISE grant, and (2) Metro awarded Regional Flexible Funds Allocation (RFFA). Due to obligation requirements and delivery conditions for the RAISE funds, they re being programmed separately. Key 23254 contains the RFFA awarded funds portion. There is only one Council Creek Trail project, but two separate versions are being programmed in the MTIP and STIP due to the noted obligation and delivery conditions for the RAISE grant funds. Key 23254 (Metro RFFA portion) was added tot he 2024-27 MTIP as a placeholder. Now that we have clearer programming guidance for the RAISE grant, corrections (e.g. project name, limits, and description) will follow for the Metro RFFA portion so the two projects match up properly int eh MTIP and STIP

Project Name: **Council Creek Regional Trail: Douglas St - Dennis Ave**

Lead Agency:	<b>Washington County</b>	Applicant:	Washington County	Administrator:	<b>FHWA</b>
Certified Agency Delivery:	<b>Yes</b>	Non-Certified Agency Delivery:	No & Yes	Delivery as Direct Recipient:	<b>Yes</b>

Short Description:

Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe pedestrian and bicycle connections between the centers of Forest Grove, Cornelius and Hillsboro (parallel to RFFA Key 23254)

MTIP Detailed Description (Internal Metro use only):

From Hillsboro to Forest Grove, design and construct new Council Creek Trail completing the trail segments and street crossings for this 6-mile commuter trail corridor for increased pedestrian and bicycle travel safety (parallel project to RFFA funded project in Key 23254) (FFY 2021 RAISE grant award)

STIP Description:

Complete trail segments between street and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe, convenient, and comfortable connections for people walking, biking or rolling between the centers of Forest Grove, Cornelius and Hillsboro.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets ODOT Work Type:	Active Trans - Bike	Off Street	Capital Improvement
	Active Trans - Pedestrian	Off Street	
	Active Trans - Trail/Multi-Use Path	New Trail/Path	
	Operations		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
ADVCON	ACP0	2024		\$ 1,993,829					\$ 1,993,829
ADVCON	ACP0	2024			\$ 104,571				\$ 104,571
ADVCON	ACP0	2024					\$ 10,101,600		\$ 10,101,600
									\$ -
Federal Totals:			\$ -	\$ 1,993,829	\$ 104,571	\$ -	\$ 10,101,600	\$ -	\$ 12,200,000
Note: The federal grant award are FHWA discretionary RAISE grant program funds. The Funding Responsibility is set up in the STIP as RAISE funds.									
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 498,457					\$ 498,457
Other	OTH0	2024		\$ 367,714					\$ 367,714
Local	Match	2024			\$ 26,143				\$ 26,143
Other	OTH0	2024			\$ 19,286				\$ 19,286
Local	Match	2024					\$ 2,525,400		\$ 2,525,400
Other	OTH0	2024					\$ 1,863,000		\$ 1,863,000
Local Totals:			\$ -	\$ 866,171	\$ 45,429	\$ -	\$ 4,388,400	\$ -	\$ 5,300,000
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ -</del>	<del>\$ -</del>	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000
Total Estimated Project Cost									\$ 24,000,000
Total Cost in Year of Expenditure:									\$ 24,000,000
Note: The total project cost estimate includes funds programmed in Key 23254 (RFFA awarded portion). The total project cost is an estimate and may change as preliminary design and cost refinements occur.									

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 498,457	\$ 26,143	\$ -	\$ 2,525,400	\$ -	\$ 3,050,000
Amended Phase Matching Percent:	N/A	20.0%	20.0%	N/A	20.00%	N/A	20.0%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 1,993,829	\$ 104,571	\$ -	\$ 10,101,600	\$ -	\$ 12,200,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 866,171	\$ 45,429	\$ -	\$ 4,388,400	\$ -	\$ 5,300,000
Total	\$ -	\$ 2,860,000	\$ 150,000	\$ -	\$ 14,490,000	\$ -	\$ 17,500,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	69.71%	69.71%	0.0%	69.71%	0.0%	69.71%
State	0.0%	0.0%	0.00%	0.0%	0.00%	0.0%	0.00%
Local	0.0%	30.29%	30.29%	0.0%	30.29%	0.0%	30.29%
Total	0.0%	100.00%	100.00%	0.0%	100.00%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	11.39%	0.60%	0.0%	57.72%	0.00%	69.71%
State	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%	0.00%
Local	0.0%	4.95%	0.26%	0.0%	25.08%	0.00%	30.29%
Total	0.0%	16.34%	0.86%	0.0%	82.80%	0.00%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated		Not	Not		Not		Aid ID
Federal Funds Obligated:		Obligated	Obligated		Obligated		
EA Number:		Yet	Yet		Yet		FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1.	What is the source of funding? <b>For this specific project portion, the new federal funds originate from a FFY 2021 RAISE Capital category grant</b>
2.	Does the amendment include changes or updates to the project funding? <b>Yes, the amendment adds new RAISE grant funds to the MTIP.</b>
3.	Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the RAISE Grant Award Fact Sheets.</b>
4.	Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>FHWA approval was required for the award.</b>
5.	Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Council Creek Trail	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Council Creek Regional Trail		Dennis Ave in Hillsboro	Douglas Street in Forest Grove	
Note: The project length is approximately 6 miles.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable. This amendment represents the initial MTIP programming for the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas: Yes in some regions. Therefore overall = Yes People of Color (POC) = Yes Limited English (LEP) = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X



RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Air Quality - Bicycle and Pedestrian Facilities</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not Applicable.</b>
RTP Constrained Project ID and Name:	<b>ID# 10806 - Council Creek Regional Trail (East-West)</b>
RTP Project Description:	<b>Multi-use trail from the end of the Westside MAX light-rail line in Hillsboro, through Washington County, the City of Cornelius, and extending into the City of Forest Grove, with an additional short trail south in Cornelius. The project or a portion of the project is outside the designated urban growth boundary.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
Yes	Transit	Council Creek Trail is designated as a future HCT corridor in the Transit network.
Yes	Freight	Council Creek Trail is designated as a Branch Rail Line in the Freight network in the RTP.
Yes	Bicycle	Council Creek Trail is designated as a future Regional Bikeway in the Bicycle network.
Yes	Pedestrian	Council Creek Trail is designated as a future Pedestrian Parkway in the Pedestrian network.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Council Creek Trail	No designation on the NHS
Functional Classification	Yes	Council Creek Trail	No designation
Federal Aid Eligible Facility	Yes	Council Creek Trail	No designation
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? <b>No.</b>			
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>			
3. Is the project included as part of the approved: UPWP? <b>No. Not Applicable</b>			
3a. If yes, is an amendment required to the UPWP? <b>No.</b>			
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>			

3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable</b>
4.	<p>Applicable RTP Goal:</p> <p><b><u>Goal #3 - Transportation Choices:</u></b></p> <p>Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.</p> <p><b><u>Goal #5 - Safety and Security:</u></b></p> <p>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be November 28, 2023 to December 29, 2023</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>
7.	Added notes:

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Advance Construction ADVCON (AC funds)	A funding placeholder tool. This fund management tool allows agencies to incur costs on a project and submit the full or partial amount later for Federal reimbursement if the project is approved for funding. Advance construction can be used to fund emergency relief efforts and for any project listed in the STIP, including surface transportation, interstate, bridge, and safety projects. The use of Advance Construction is normally only by the state DOT to help leverage their funding resources and keep projects on their respective delivery schedules. Due to remaining questions involving the RAISE grant funds, Key 23549 is initially being programmed using Advance Construction funds until the remaining questions are resolved for the RAISE funds.
RAISE	RAISE funds are discretionary funds awarded from FHWA's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program provides a unique opportunity for the U.S. Department of Transportation (USDOT) to invest in road, rail, transit and port projects that promise to achieve national objectives.
Other	Local or state general funds committed to the project above the minimum match requirement. Also referred to as "overmatch" funds.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	ACPO	ADVANCE CONSTRUCT PR	87.14%	2,492,285.71	80.00%	1,993,828.57	0.00%	0.00	20.00%	498,457.14
	OTH0	OTHER THAN STATE OR	12.86%	367,714.29	0.00%	0.00	0.00%	0.00	100.00%	367,714.29
	PE Totals		100.00%	2,860,000.00		1,993,828.57		0.00		866,171.43
RW	ACPO	ADVANCE CONSTRUCT PR	87.14%	130,714.29	80.00%	104,571.43	0.00%	0.00	20.00%	26,142.86
	OTH0	OTHER THAN STATE OR	12.86%	19,285.71	0.00%	0.00	0.00%	0.00	100.00%	19,285.71
	RW Totals		100.00%	150,000.00		104,571.43		0.00		45,428.57
CN	ACPO	ADVANCE CONSTRUCT PR	87.14%	12,627,000.00	80.00%	10,101,600.00	0.00%	0.00	20.00%	2,525,400.00
	OTH0	OTHER THAN STATE OR	12.86%	1,863,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,863,000.00
	CN Totals		100.00%	14,490,000.00		10,101,600.00		0.00		4,388,400.00
Grand Totals				17,500,000.00		12,200,000.00		0.00		5,300,000.00



Rebuilding America Infrastructure with Sustainability and Equity



U.S. Department of Transportation



**Award Locations**  
● Rural  
● Urban

## CAPITAL AWARDS

### FY 2021

## Urban, Capital

### Council Creek Regional Trail Project

**Washington County**  
Washington County, Oregon

**Grant Funding: \$12,200,000**

**Estimated Total Project Costs: \$16,500,000**

#### Description:

The project will construct an approximately 5.5-mile multi-use trail along an unused railroad right-of-way. The trail will extend from Hillsboro through Cornelius, to Forest Grove.

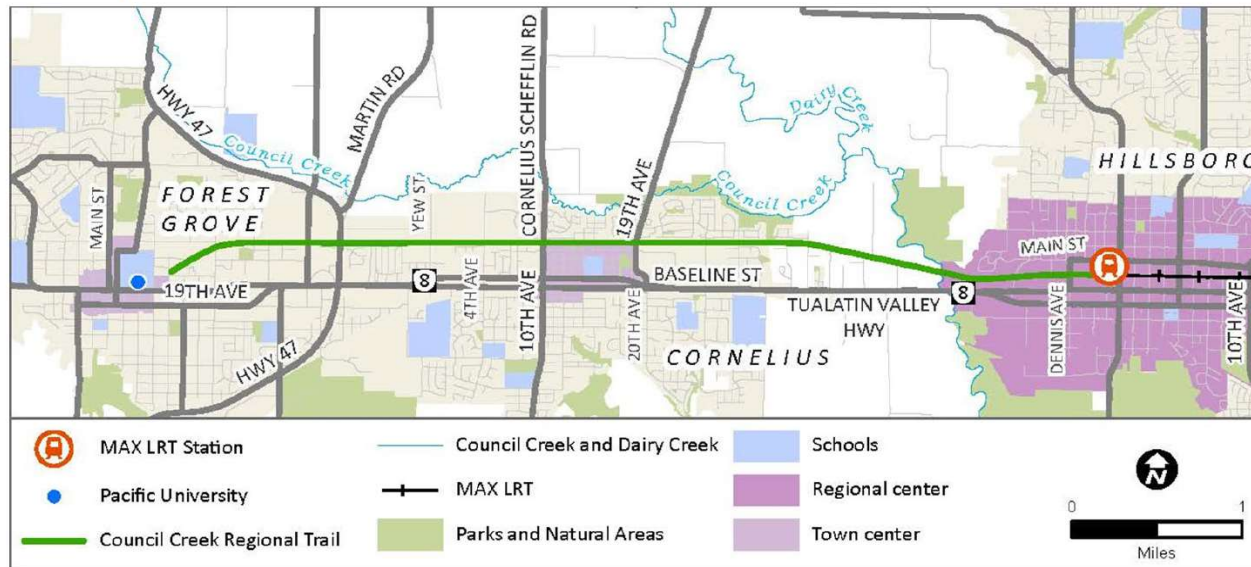
#### Benefits:

By constructing the six-mile-long, separated multi-use path the project will reduce the potential for conflicts between vehicular and active-transportation travelers and improve





## → Council Creek Regional Corridor





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
Add the new FFY 2023 CDS  
awarded project to the MTIP

**Project #8****Project Details Summary**

<b>ODOT Key #</b>	<b>23524</b>	RFFA ID:	N/A	RTP ID:	N/A	RTP Approval Date:	N/A
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:		24-27-0315	

Summary of Amendment Changes Occurring:

The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) awarded project to the MTIP allowing follow-on federal delivery approval steps to then occur. The project will design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area

<b>Project Name:</b>	<b>Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)</b>						
<b>Lead Agency:</b>	<b>Sherwood</b>	<b>Applicant:</b>	Sherwood	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	Yes	<b>Delivery as Direct Recipient:</b>	No		

**Short Description:**

Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.

**MTIP Detailed Description (Internal Metro use only):**

In the city of Sherwood between SW Oregon St and SW Dahlke Ln, design and construct a new east/west industrial collector Ice Age Dr, 1-through-lane in each direction to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support business relocation to the Sherwood's Tonquin Employment Area.

**STIP Description:**

Planned one-mile east/west industrial collector road between SW Oregon Street and SW Dahlke Ln in Sherwood to ease traffic flow on SW Tualatin-Sherwood Road, improve access to I-5, and make it easier for companies to locate in Sherwood's Tonquin Employment Area.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Roadway	Roadway - Motor Vehicle	New Capacity - General Purpose	Capital Improvement
ODOT Work Type:	Operations		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
HIPCD523	Y926	2024					\$ 3,000,000		\$ 3,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Other	OTH0	2024		\$ 1,275,000					\$ 1,275,000
Other	OTH0	2024			\$ 199,000				\$ 199,000
Other	OTH0	2024				\$ 2,340,000			\$ 2,340,000
Local	Match	2024					\$ 343,363		\$ 343,363
Other	OTH0	2024					\$ 7,556,637		\$ 7,556,637
Other	OTH0	2024						\$ 179,000	\$ 179,000
Local Totals:			\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 7,900,000	\$ 179,000	\$ 11,893,000

Local funds note: UR and the Other phase will be combined in the MTIP due to only 1 Other phase being available for programming. The MTIP "Other" phase will reflect Utility Relocation and the Other phase funding combined together. This amount will be \$2,519,,000 of local funds.

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000
Total Estimated Project Cost							\$ 14,893,000
Total Cost in Year of Expenditure:							\$ 14,893,000

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000
Phase Change Percent:	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	N/A	N/A	N/A	\$ 343,363	N/A	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	10.27%	N/A	10.27%

Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ -	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 7,900,000	\$ 179,000	\$ 11,893,000
Total	\$ -	\$ 1,275,000	\$ 199,000	\$ 2,340,000	\$ 10,900,000	\$ 179,000	\$ 14,893,000

Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.00%	0.00%	0.00%	27.52%	0.00%	20.14%
State	0.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.0%	100.00%	100.00%	100.00%	72.48%	100.00%	79.86%
Total	0.0%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.00%	0.00%	0.00%	20.14%	0.00%	20.14%
State	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Local	0.00%	8.56%	1.34%	15.71%	53.05%	1.20%	79.86%
Total	0.00%	8.56%	1.34%	15.71%	73.19%	1.20%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>FFY 2023 Congressionally Directed Spending (CDS) federal funding along with local committed funds.</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. New federal CDS funds are being added to the MTIP affecting fiscal constraint.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, per the USDOT March21, 2023 allocation memo.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Congressional approval was required for the CDS</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment?	



Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Ice Age Drive		SW Oregon Street	SW Dahlke Lane	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	2	Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	
Total Prior Amendments	0	Last Amendment	None Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity: All focus area categories are no within the project limits Economic prosperity is yes
			X		X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>The project is a capacity enhancing project. It is not exempt.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>No and Yes:</b> <b>No. The project does not meet the exemption conditions as specified in 40 CFR 93.126, Table 2, or 40 CFR 93.127, Table 2</b> <b>Yes. The exempt is under the modeling analysis requirement which does not apply because the new collector is not required to be modeled.</b>
Exemption Reference:	<b>Not Applicable</b>
Was an air analysis required as part of RTP inclusion?	<b>No</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Although the project is capacity enhancing, it is a collector level improvement which the Metro Motor Vehicle transportation model does not include or is sensitive to the type of improvement. Therefore, transportation demand management modeling analysis does not apply. The project is treated for programming purposes as n exempt project.</b>
RTP Constrained Project ID and Name:	<b>None. Not required</b>
RTP Project Description:	<b>None. Not required.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Ice Age Drive	No designation
Functional Classification	Yes	Ice Age Drive	No designation
Federal Aid Eligible Facility	Yes	Ice Age Drive	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No. Not required**
- 3a. If yes, is an amendment required to the UPWP? **No. Not required**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **None. Not Applicable**
4. Applicable RTP Goals:
  - Goal #1: Vibrant Communities:**  
Objective 1.1 2040 Growth Concept Implementation – Focus growth and transportation investment in designated 2040 growth areas (the Portland central city, regional and town centers, corridors, main streets, and employment and industrial areas).
  - Goal #2: Shared Prosperity:**  
Objective 2.3 Access to Jobs and Talent – Attract new businesses and family wage jobs and retain those that are already located in the region while increasing the number and variety of jobs that households can reach within a reasonable travel time.
  - Goal #9 - Equitable Transportation:**  
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does it exceed \$100 million in total project cost.**

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**
7. Added notes:

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
HIPCD523	The fund type code represents federal funds. The code identifies the approved the Congressionally Direction Spending (CDS) funds from the approved Consolidated Appropriations Act of 2023. The federal funds will fund up to 89.73% of the project's cost and require a minimum match requirement of 10.27%.
Other	General local or state funds committed to the project above and beyond the required minimum match. Also referred to as "overmatch" funds.



# Memorandum

Subject: **ACTION:** Allocation of Highway Infrastructure Programs Projects designated in Division L of the Consolidated Appropriations Act, 2023 [CFDA No. 20.205]

Date: March 21, 2023

In Reply  
Refer to: HISM-40

From: Peter J. Stephanos /s/  
Director, Office of Stewardship, Oversight,  
and Management

To: Brian R. Bezio  
Chief Financial Officer

Division Administrator

The Consolidated Appropriations Act, 2023 (Public Law 117-328) appropriates a total of \$3,417,811,613 for Highway Infrastructure Programs (HIP) from the General Fund of the

Project Name: Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin)

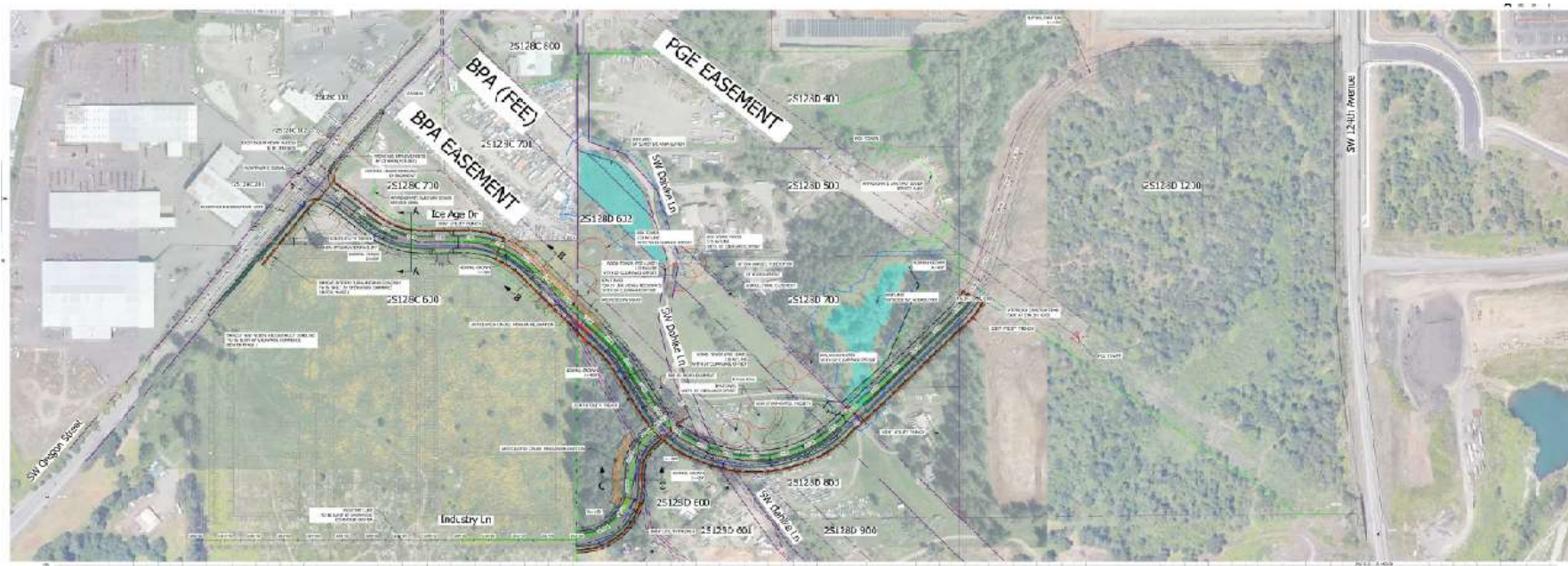
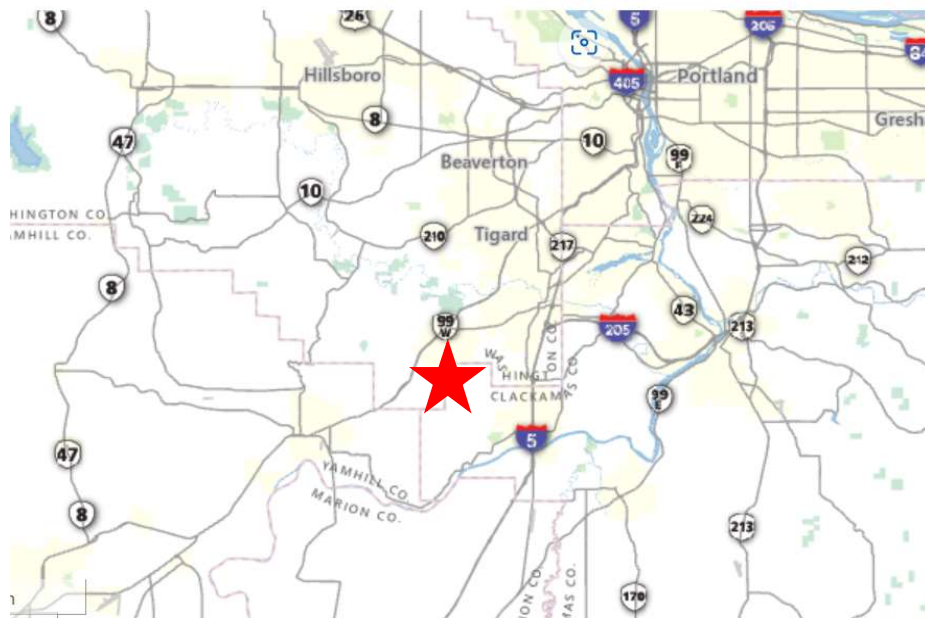
(DRAFT AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	OTH0	OTHER THAN STATE OR	100.00%	1,275,000.00	0.00%	0.00	0.00%	0.00	100.00%	1,275,000.00
	PE Totals		100.00%	1,275,000.00		0.00		0.00		1,275,000.00
RW	OTH0	OTHER THAN STATE OR	100.00%	199,000.00	0.00%	0.00	0.00%	0.00	100.00%	199,000.00
	RW Totals		100.00%	199,000.00		0.00		0.00		199,000.00
UR	OTH0	OTHER THAN STATE OR	100.00%	2,340,000.00	0.00%	0.00	0.00%	0.00	100.00%	2,340,000.00
	UR Totals		100.00%	2,340,000.00		0.00		0.00		2,340,000.00
CN	OTH0	OTHER THAN STATE OR	69.33%	7,556,636.58	0.00%	0.00	0.00%	0.00	100.00%	7,556,636.58
	Y926	HIP - community project congressionally directed	30.67%	3,343,363.42	89.73%	3,000,000.00	0.00%	0.00	10.27%	343,363.42
	CN Totals		100.00%	10,900,000.00		3,000,000.00		0.00		7,900,000.00
OT	OTH0	OTHER THAN STATE OR	100.00%	179,000.00	0.00%	0.00	0.00%	0.00	100.00%	179,000.00
	OT Totals		100.00%	179,000.00		0.00		0.00		179,000.00
Grand Totals				14,893,000.00		3,000,000.00		0.00		11,893,000.00

## Consolidated Appropriations Act, 2023 (Public Law 117-328) Division L, Title I, Highway Infrastructure Programs

State	Demo ID	Project Description in Explanatory Statement Accompanying Pub. L. No. 117-328	Designated Amounts in Explanatory Statement Accompanying Pub. L. No. 117-328	Amount available under P.L. 117-328		Allocation of Y926 Funds This Memorandum	
				Project	State Total	Project	State Total
OR	OR204	Aloha Livable Community and Safe Access to Transit	962,000	962,000		962,000	
OR	OR205	Tonquin Employment Area Access Project	3,000,000	3,000,000		3,000,000	
		Burns Paiute Tribe—US Highway 20 Wildlife Connectivity Project					
OR	OR206	*See Note 1	940,000	940,000		0	
OR	OR207	Construction of Arterial Road between Highway 11 and Highway 30	1,500,000	1,500,000		1,500,000	
OR	OR208	City of Carlton—West Main Street Revitalization	1,500,000	1,500,000		1,500,000	
OR	OR209	82nd Ave MAX Station Improvement Project — Portland, OR	3,000,000	3,000,000		3,000,000	
OR	OR210	NE Halsey Safety and Access to Transit Project — Portland, OR	1,000,000	1,000,000		1,000,000	
		Jordan Road to Sandy River Delta Multi-use Path, Columbia River					
OR	OR211	Gorge National Scenic Area — Multnomah County, OR	2,332,000	2,332,000		2,332,000	
OR	OR212	181st Ave Safety Improvements Project — Gresham, OR	3,178,686	3,178,686		3,178,686	
		Earthquake Ready Burnside Bridge (EQRB) Design Phase —					
OR	OR213	Multnomah County, OR	2,000,000	2,000,000		2,000,000	
OR	OR214	Main Avenue/OR 104 Pedestrian Route	1,360,000	1,360,000		1,360,000	
OR	OR215	Beaverton Downtown Loop	4,000,000	4,000,000		4,000,000	







Metro

2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET

MTIP Formal Amendment

**ADD NEW PROJECT**

Add the new ODOT CRP funded project to the MTIP

**Project #9****Project Details Summary**

ODOT Key #	New-TBD	RFFA ID:	N/A	RTP ID:	10928	RTP Approval Date:	12/6/2018
MTIP ID:	New-TBD	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	Yes, 5307
MTIP Amendment ID:		DC24-03-DEC		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal MTIP amendment adds the new OTC approved ODOT Statewide Carbon Reduction Program (CRP) funded project to the MTIP. The project funding will support the procurement of three replacement full-sized electric powered, zero emissions buses to replace fixed-route TriMet buses.

Project Name: **TriMet Zero Emission Buses Procurement**

Lead Agency:	TriMet	Applicant:	TriMet	Administrator:	FTA
Certified Agency Delivery:	N/A	Non-Certified Agency Delivery:	N/A	Delivery as Direct Recipient:	Yes

Short Description:

Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate GHG reduction strategies (ODOT CRP funding)

MTIP Detailed Description (Internal Metro use only):

Purchase 3 full-sized, electric powered, zero emissions, fixed route, replacement buses supporting climate GHG reduction strategies for existing bus lines serving the area of the I-205 toll project and surrounding travel shed (ODOT Statewide CRP Funding)

STIP Description: TBD

**Project Classification Details**

Project Type	Category	Features	System Investment Type
Transit	Transit - Vehicles	Vehicles Replacement	Capital Improvement
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
Carbon	Y600	2024						\$ 3,000,000	\$ 3,000,000
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
STIF (TriMet STIF)	Match	2024						\$ 343,363	\$ 343,363
Other (TriMet STIF)	OTH0	2024						\$ 32,616	\$ 32,616
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,979	\$ 375,979
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,979	\$ 3,375,979
Total Estimated Project Cost									\$ 3,375,979
Total Cost in Year of Expenditure:									\$ 3,375,979

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,979	\$ 3,375,979
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 343,363	\$ 343,363
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 375,979	\$ 375,979
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,375,979	\$ 3,375,979
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	88.86%	88.86%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	11.1%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	88.86%	88.86%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	11.1%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%	100.00%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							Grant ID
EA Number:						Not Applicable	FHWA or FTA
Initial Obligation Date:							FTA
EA End Date:						Not Applicable	FMIS or TRAMS
Known Expenditures:							TrAMS
				Estimated Project Completion Date:		12/31/2028	
Completion Date Notes: Estimated based on delivery of the first bus to TriMet							
Are federal funds being flex transferred to FTA?		Yes	If yes, expected FTA conversion code:			5307	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>ODOT Statewide Carbon Program</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes. The funding is new to the 2024-27 MTIP</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes. The OTC Staff Report contained project awards.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval on July 11, 2023.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	
Note:					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	T22	Programming actions in progress or programmed in current MTIP	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	None. The formal amendment represents the initial project programming in the MTIP						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	X	X		Possible	X		It is possible once the bus delivery occurs and the route assignments occur, the Equity performance measure will apply
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
	X				X		X
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
					X		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
							X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No. Replacement bus purchases do not change the fleet size.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per 40 CFR 93.126, Table 2 - Mass Transit</b>
Exemption Reference:	<b>Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet 1.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. The project is not capacity enhancing. No modeling analysis is required</b>
RTP Constrained Project ID and Name:	<b>ID# 10928 - Operating Capital: Fleet Vehicles Phase 1</b>
RTP Project Description:	<b>Replacement and/or expansion of buses, articulated buses, light rail and LIFT vehicles</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No. Not Applicable
Yes	Transit	Multiple - with Frequent Bus as the most common designation
No	Freight	No. Not Applicable
No	Bicycle	No. Not Applicable
No	Pedestrian	No. Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	Not Applicable
Functional Classification	N/A	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Various	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not Applicable</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not Applicable</b>
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal 7: Healthy People</u></b></p> <p><b>Objective 7.3 Clean Air – Reduce transportation-related air pollutants, including and air toxics emissions.</b></p> <p><b><u>Goal 8: Climate Leadership:</u></b></p> <p><b>Objective 8.4 Low and No Emissions Vehicles – Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.</b></p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing, nor does the total project cost exceed \$100 million dollars.</b>

### Public Notification/Opportunity to Comment Consistency Requirement

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **November 28, 2023 to December 29, 2023**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
Carbon	A federal funding program from the IIJA/BIL Legislation supporting projects that reduce carbon emissions generated from transportation system. The program is similar in logic to CMAQ program funds. The Carbon funds require a minimum match of 10.27%
STIF	STIF funds originate as a specialized type of state funds. The Statewide Transportation Improvement Fund (STIF) program was established in Section 122 of House Bill 2017 to provide a dedicated source of funding for improving, maintaining, and expanding public transportation for all users. STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. For this specific project TriMet is using a portion of their STIF funds as the minimum match and overmatch requirement to the federal Carbon program funds to fund the project.
Other	General funds committed by the lead agency above the minimum match requirement. Also referred to as "overmatch".



**Oregon**

Tina Kotick, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

DATE: August 31, 2023

TO: Oregon Transportation Commission

FROM:   
Kristopher W. Strickler  
Director

SUBJECT: Agenda Item F – Climate Office Update on the Carbon Reduction Program

**Requested Action:**

Receive an update from the ODOT Climate Office on the Carbon Reduction Program development and the required Climate Reduction Strategy for the Federal Highway Administration.

### STATEWIDE CARBON REDUCTION PROEJCTS\*

Project Name	Project Description	Total Cost	CRP Funding	Justice40
TriMet Zero Emission Buses	Purchase of 3 zero emission buses to support regional travel options and diversion mitigation.	\$3,375,579	\$3,000,000	Yes



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #10****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The TSMO study is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last April.

**Project Name:** **TSMO Accessibility Routable Sidewalk Data Collection Region-wide**

**Lead Agency:** **Metro**      **Applicant:** Metro      **Administrator:** Metro

Short Description:

Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility barriers by finding the most barrier-free travel route for people with disabilities.

MTIP Detailed Description (Internal Metro use only):

A Metro TSMO region-wide project study effort that will evaluate historical investments in sidewalk connectivity in a sharper resolution to collect and apply the data to travel tools and address mobility plus accessibility barriers to determine the most barrier-free travel route for people with disabilities.

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Multi-agency agreements, plans, policy development	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 1,015,481						\$ 1,015,481
									\$ -
Federal Totals:			\$ 1,015,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015,481
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 116,226						\$ 116,226
									\$ -
Local Totals:			\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Total Estimated Project Cost									\$ 1,131,707
Total Cost in Year of Expenditure:									\$ 1,131,707

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 1,015,481	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015,481
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 116,226	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 116,226
Total	\$ 1,131,707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,707
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not obligated						Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro approval was recommend to TPAC at their May 2023 meeting. (TransPort took Action April 12 and then the memo went to TPAC with the list of sub-allocations for their May meeting.)</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
	Yes/No	Route	MP Begin	MP End	Length
On State Highway	No	N/A: Region-wide planning project	Not Applicable	Not Applicable	Not Applicable
Cross Streets		Route or Arterial	Cross Street		Cross Street
Not Applicable		Not Applicable	Not Applicable		Not Applicable

Note: The TSMO award supports a region-wide planning project effort.

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Other category</b>
Exemption Reference:	<b>Planning and technical studies.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
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.

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Not applicable
No	Transit	Not applicable
No	Freight	Not applicable
No	Bicycle	Not applicable
No	Pedestrian	Not applicable
Notes:	The project is considered a planning project. Specific location references to the Metro networks is not applicable.	

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Region-wide	Not applicable
Functional Classification	N/A	Region-wide	Not applicable
Federal Aid Eligible Facility	N/A	Region-wide	Planning study - not applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>Yes</b>
3a.	If yes, is an amendment required to the UPWP? <b>The project will be included in the SFY25 UPWP update</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Metro funded Stand alone</b>
4.	Applicable RTP Goals: <u><b>Goal 11: Transparency and Accountability</b></u> 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. <u><b>Goal 9: Equitable Transportation:</b></u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>November 28, 2023 to December 29, 2023</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

# Memo

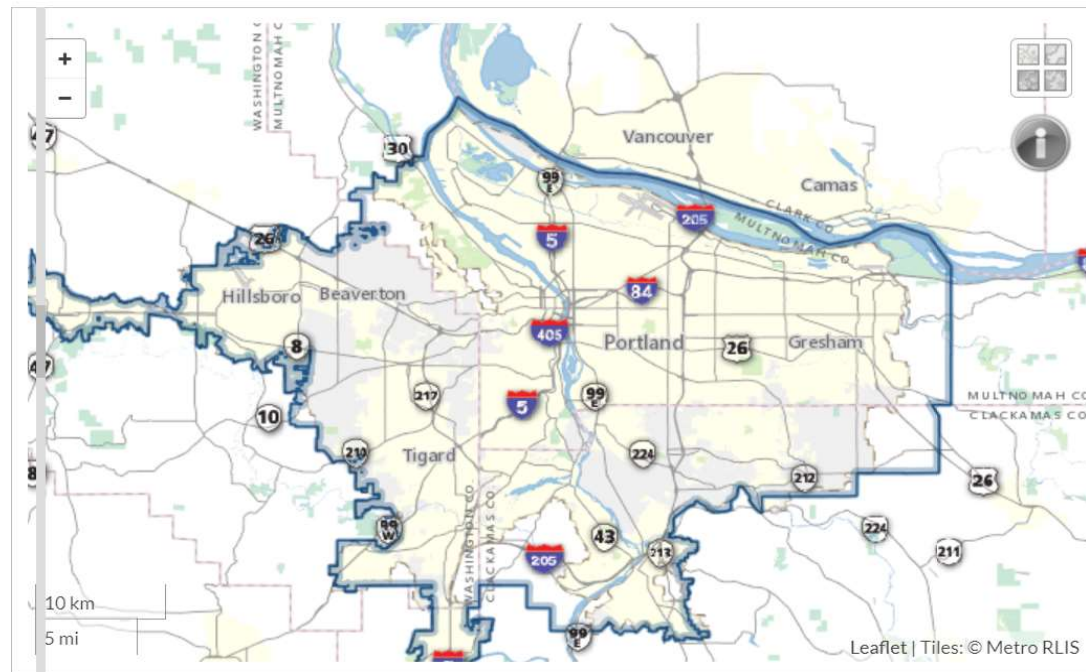


Date: Friday, April 28, 2023  
 To: Transportation Policy Alternatives Committee  
 From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
 A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
 Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
 Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
<i>Subtotal for seven (7) projects</i>		<i>\$ 8,356,106</i>	

## Project Location: The TSMO planning study is Metro MPA region-wide





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #11****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded Transportation Systems Management and Operations (TSMO) project to the MTIP. The TSMO Program Plus project is a two-year planning study and falls under the Metro UPWP for implementation and management. Due to the planning elements, the project is required to be programmed as a stand-alone project in the MTIP and STIP. TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The project is an approved project from the Metro SFY 24 UPWP.

**Project Name: Transportation Systems Management & Operations (TSMO) Program Plus**

Lead Agency:	<b>Metro</b>	Applicant:	Metro	Administrator:	Metro
Certified Agency Delivery:	<b>Yes</b>	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Note: Metro is certified for consultant selection for planning projects.

Short Description:

Complete various Metro region-wide TSMO/ITS planning activities to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.

MTIP Detailed Description (Internal Metro use only):

Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g. Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.

STIP Description: TBD

Project Classification Details			
Project Type	Category	Features	System Investment Type
Planning	System Planning	None	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2024	\$ 285,880						\$ 285,880
									\$ -
Federal Totals:			\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 32,720						\$ 32,720
									\$ -
Local Totals:			\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Total Estimated Project Cost									\$ 318,600
Total Cost in Year of Expenditure:									\$ 318,600

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 285,880	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 285,880
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 32,720	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,720
Total	\$ 318,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 318,600
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.00%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.00%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2026
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>							
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval was required. Metro Council approval of the SFY 2024 UPWP was required for this project.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity assessment is based on a region-wide application
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal 4: Reliability and Efficiency:</b></u> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. <u><b>Goal 5: Safety and Security:</b></u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <u><b>Goal 9: Equitable Transportation:</b></u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>November 28, 2023 to December 29, 2023</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

## Memo

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

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



Lead agency	Project name	Project type	TSMO Federal Portion
Metro	Regional TSMO Program Plus	Advancements in planning, training, research and communications	\$285,880



DISCUSSION DRAFT

## 2023-2024 Unified Planning Work Program

Transportation planning in the  
Portland/Vancouver metropolitan area

April 2023

[oregonmetro.gov](https://oregonmetro.gov)

## Transportation System Management and Operations (TSMO) Program Plus

**Staff Contact:** Caleb Winter, [caleb.winter@oregonmetro.gov](mailto:caleb.winter@oregonmetro.gov)

### Description

TSMO Program Plus supplements professional services from both internal staff and consultants to boost the technical side (e.g., information technologies, engineering, modeling, IGA writing) and communications to accelerate implementation of the 2021 TSMO Strategy. The 2019 TSMO solicitation process recommended funding for tasks that include:

- planning support to extend the 2021 TSMO Strategy to city, county and related state planning efforts;
- operator agreement development (e.g., IGAs) to apply mutually agreed upon policies across multiple operators, for data sharing agreements and similar efforts called for by the 2021 TSMO Strategy;
- research based on performance measures identified in Chapter 4 of the 2021 TSMO Strategy, fulfilling data needs outlined by the TSMO Equity Tree and data analysis or predictive modeling, to understand performance of different operations scenarios;
- training, supportive of the skills desired by TSMO partners; and,
- communications supportive of TSMO partners implementing the 2021 TSMO Strategy, highlighting solutions and outcomes.

These are one-time funds that will produce deliverables in each of these tasks including capacity to support cities, counties and state planning efforts to utilize the 2021 TSMO strategy. New operator agreements will be drafted, performance measures that do not yet have data sources will be completed and featured in 2021 TSMO Strategy quarterly progress reports, several trainings will be offered, and communications will be made more accessible based on stakeholder input (e.g., one-pagers translated into multiple languages, slide deck, interactive web site and storytelling with data).

Project location is region wide across the Metro MPA boundary





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #12****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The project was initially awarded as the TSMO Program Investments and ITS Architecture update. However, the equipment purchase portion had to be split off as a stand alone project due to potential delivery conflicts between planning activities and equipment procurement requirements. As a result, the TSMO Program Investments Evaluation & ITS Architecture Update project will progress as a separate stand-alone project in the MTIP and STIP that also is covered under the SFY 2025 UPWP. The funding award dates back to the TransPort Subcommittee approval recommendations last April for the new TSMP project funding call.

**Project Name:** **TSMO Program Investments Evaluation & ITS Architecture Update**

<b>Lead Agency:</b>	<b>Metro</b>	<b>Applicant:</b>	Metro	<b>Administrator:</b>	Metro
<b>Certified Agency Delivery:</b>	<b>Yes</b>	<b>Non-Certified Agency Delivery:</b>	No	<b>Delivery as Direct Recipient:</b>	No

Note: Metro is now a certified agency for consultant selection through the ODOT Certified Program.

Short Description:

Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update

MTIP Detailed Description (Internal Metro use only):

Across the Metro MPA region Complete various TSMO program update activities including the ITS Architecture update among regional stakeholders, ), developing a coordination standard for deploying Next Gen TSP throughout the region, complete a progress evaluation made on the 2021 TSMO Strategy, and the TSMO system completeness evaluation.

STIP Description: TBD



Project Classification Details			
Project Type	Category	Features	System Investment Type
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025	\$ 240,771						\$ 240,771
									\$ -
Federal Totals:			\$ 240,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,771
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025	\$ 27,557						\$ 27,557
									\$ -
Local Totals:			\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Phase Totals									
			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals			\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Total Estimated Project Cost									\$ 268,328
Total Cost in Year of Expenditure:									\$ 268,328

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 240,771	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 240,771
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 27,557	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,557
Total	\$ 268,328	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,328
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/30/2027
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>	
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval required, but TransPort approval was required with concurrence from TPAC.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity assessment is based on a region-wide application
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal 4: Reliability and Efficiency:</b></u> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. <u><b>Goal 5: Safety and Security:</b></u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <u><b>Goal 9: Equitable Transportation:</b></u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>November 28, 2023 to December 29, 2023</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

## Memo

Date: Friday, April 28, 2023  
To: Transportation Policy Alternatives Committee  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.



Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

Added Note:

The authorized \$240,77 of federal STBG-U funds originates from the original approved TSMO Program Investments project. The TransPort Subcommittee then approved the ITS Equipment portion to be split off from the TSMO program investment project. The TSMO Program Investments Evaluation & ITS Architecture Update is now being programmed in the MTIP and STIP as a stand-alone separate planning project with Metro as lead agency.

## TransPort Action Requested

Project	Total project	Federal amount	Local match	Project Management
TSMO Program Investments and ITS Architecture Update Four tasks: 1. Update ITS Architecture 2. Replace ITS Network equipment 3. Coordinate Next Gen Transit Signal Priority projects 4. Evaluate progress on the 2021 TSMO Strategy	\$431,707	\$387,371	\$44,336	Metro (Unified Planning Work Program (UPWP))

## Split into two projects

Project	Estimated Total project*	Estimated Federal amount*	Estimated Local match*	Project Management
TSMO Program Investments and ITS Architecture Update Three tasks: 1. Update ITS Architecture 2. Coordinate Next Gen Transit Signal Priority projects 3. Evaluate progress on the 2021 TSMO Strategy	\$268,328	\$240,771	\$ 27,557	Metro (UPWP)
ITS Network Equipment	\$163,379	\$146,600	\$16,779	ODOT (Kate Freitag, Mahasti Hastings)

\*Requested action is to split projects with estimated totals, allowing for future refinement (up to \$20,000).

## Project Location Map (Region Wide Application)







Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

**MTIP Formal Amendment  
ADD NEW PROJECT**  
Add the new TSMO awarded  
project to the MTIP

**Project #13****Project Details Summary**

<b>ODOT Key #</b>	<b>New-TBD</b>	RFFA ID:	N/A	RTP ID:	11104	RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	TBD		

Summary of Amendment Changes Occurring:

The formal amendment adds the new awarded TSMO project to the MTIP. The ITS Network Equipment Upgrade Purchase is a regionwide TSMO improvement project to upgrade the existing regional ITS network. The TransPort Subcommittee approved the funding for the replacement equipment purchase and authorized the procurement to proceed through ODOT as lead agency for Metro. The new TSMO funded project is one of multiple new awarded projects the TransPort subcommittee recommended to TPAC back last April.

**Project Name:** **ITS Network Equipment Upgrade Purchase**

<b>Lead Agency:</b>	<b>ODOT</b>	<b>Applicant:</b>	Metro	<b>Administrator:</b>	ODOT
<b>Certified Agency Delivery:</b>	N/A	<b>Non-Certified Agency Delivery:</b>	N/A	<b>Delivery as Direct Recipient:</b>	<b>Yes</b>

Short Description:

Purchase various replacement ITS Network equipment upgrades (e.g. switches, SFP/lasers, etc.) at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.

MTIP Detailed Description (Internal Metro use only):

Across the Metro MPA region, pass through funding to ODOT for Metro and the TSMO program to complete an ITS replacement equipment upgrade purchase at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.

STIP Description: TBD

**Project Classification Details**

<b>Project Type</b>	<b>Category</b>	<b>Features</b>	<b>System Investment Type</b>
Other	Systems Management and Operations	Operations Systems Deployment	Systems Management, ITS, and Operations
ODOT Work Type:	TBD		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
STBG-U	Y230	2025						\$ 146,600	\$ 146,600
									\$ -
Federal Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,600	\$ 146,600
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2025						\$ 16,779	\$ 16,779
									\$ -
Local Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Total Estimated Project Cost									\$ 163,379
Total Cost in Year of Expenditure:									\$ 163,379



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Phase Change Percent:	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Amended Phase Matching Percent:	N/A	N/A	N/A	N/A	N/A	10.27%	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 146,600	\$ 146,600
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,779	\$ 16,779
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 163,379	\$ 163,379
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.00%	0.0%	0.0%	0.0%	0.0%	89.73%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.00%	0.0%	0.0%	0.0%	0.0%	10.27%	10.27%
Total	0.00%	0.0%	0.0%	0.0%	0.0%	100.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated						Not	Aid ID
Federal Funds Obligated:						Obligated	
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/30/2027	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Metro TSMO program awarded STBG-U.</b>							
2. Does the amendment include changes or updates to the project funding? <b>No. The funding is being pulled from existing programmed TSMO project grouping buckets (PGB).</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes.</b>							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>No ODOT approval required, but TransPort approval was required with concurrence from TPAC.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Various	Various
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Not Applicable		Not Applicable	Not Applicable	

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2025	Years Active	0	Project Status	0	0 = No activity.	
Prior Amend	0	Last Amend	N/A	Date	N/A	Amend Num	N/A
Last Amendment	Not applicable. Tus is the initial amendment to program the project.						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity assessment is based on a region-wide application
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
					X		
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>Non-capacity enhancing project</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Exempt project per Table 2, Safety</b>
Exemption Reference:	<b>Traffic control devices and operating assistance other than signalization projects.</b>
Was an air analysis required as part of RTP inclusion?	<b>No.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>No. Not applicable.</b>

RTP Constrained Project ID and Name:	<b>11104 - Regional TSMO Program Investments for 2018-2027</b>
RTP Project Description:	<b>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.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
Yes	Motor Vehicle	Not Applicable
Yes	Transit	Not Applicable
Yes	Freight	Not Applicable
Yes	Bicycle	Not Applicable
Yes	Pedestrian	Not Applicable

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	Yes	Not Applicable	Not Applicable
Functional Classification	Yes	Not Applicable	Not Applicable
Federal Aid Eligible Facility	Yes	Not Applicable	Not Applicable

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No. Not applicable.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>

3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>Not applicable</b>
4. Applicable RTP Goals: <u><b>Goal 4: Reliability and Efficiency:</b></u> Objective 4.2 Travel Management – Increase the use of real-time data and decision-making systems to actively manage transit, freight, arterial and throughway corridors. <u><b>Goal 5: Safety and Security:</b></u> Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel. <u><b>Goal 9: Equitable Transportation:</b></u> Objective 9.2 Barrier Free Transportation – Eliminate barriers that people of color, low income people, youth, older adults, people with disabilities and other historically marginalized communities face to meeting their travel needs
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing or exceeds \$100 million dollars.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>November 28, 2023 to December 29, 2023</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not Expected</b>	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
STBG	Surface Transportation Block Grant funds. A federal funding source (FHWA based) appropriated to the State DOT. The Surface Transportation Block Grant Program (STBG) promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
STBG-U	STBG funds that ODOT suballocates to Metro for use of eligible projects in urban areas

## Memo



Date: Friday, April 28, 2023  
To: Transportation Policy Alternatives Committee  
From: Kate Freitag, TransPort Chair, ODOT Region 1 Traffic Engineer  
A.J. O'Connor, TransPort Vice Chair, TriMet Intelligent Transportation Systems Director  
Caleb Winter, TSMO Program Manager, Metro Senior Transportation  
Subject: 2021 TSMO Strategy Solicitation - Project Recommendations

The purpose of this memo is to share the 2021 TSMO Strategy Solicitation project recommendations. The recommendations suballocate Regional Flexible Fund Allocation (RFFA) dollars for two funding cycles (2022-2024 and 2025-2027). This memo focuses on action taken by TransPort, the Subcommittee of TPAC.

Project	Lead Agency	TSMO Program Funds (federal)	Score (out of 600 possible points)
Accessible, routable sidewalk data, region-wide	Metro	\$1,015,481	569
PORTAL & BikePed Portal: Multimodal data lake and applications to inform equitable outcomes	TREC/PSU	\$ 1,621,892	564
Leading Pedestrian Intervals and Smart Detections	Beaverton	\$ 1,938,940	526
TSMO Program Investment	Metro	\$387,371	519
Clackamas County Signal Safety Project	Clackamas	\$ 933,192	515
Local Traffic Signal Controller Replacement Phase 2	Portland	\$1,588,849	508
Regional Central System Network	Portland	\$870,381	498
Subtotal for seven (7) projects		\$ 8,356,106	

Added Note:

The authorized \$146,600 of federal STBG-U funds originates from the original approved TSMO Program Investments project. The TransPort Subcommittee then approved the ITS Equipment portion to be split off from the TSMO program investment project. TransPort also approved ODOT to deliver the project as lead agency for Metro. The TSMO Equipment Purchase is now being programmed in the MTIP and STIP as a stand-alone separate project with ODOT as lead agency.

## TransPort Action Requested

Project	Total project	Federal amount	Local match	Project Management
TSMO Program Investments and ITS Architecture Update Four tasks: 1. Update ITS Architecture 2. Replace ITS Network equipment 3. Coordinate Next Gen Transit Signal Priority projects 4. Evaluate progress on the 2021 TSMO Strategy	\$431,707	\$387,371	\$44,336	Metro (Unified Planning Work Program (UPWP))

### Split into two projects

Project	Estimated Total project*	Estimated Federal amount*	Estimated Local match*	Project Management
TSMO Program Investments and ITS Architecture Update Three tasks: 1. Update ITS Architecture 2. Coordinate Next Gen Transit Signal Priority projects 3. Evaluate progress on the 2021 TSMO Strategy	\$268,328	\$240,771	\$27,557	Metro (UPWP)
ITS Network Equipment	\$163,379	\$146,600	\$16,779	ODOT (Kate Freitag, Mahasti Hastings)

\*Requested action is to split projects with estimated totals, allowing for future refinement (up to \$20,000).

Project location is region wide across the Metro MPA boundary







Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**

Add the new OTC approved OCP  
awarded project to the MTIP

**Project #14****Project Details Summary**

<b>ODOT Key #</b>	<b>23505</b>	RFFA ID:	N/A	RTP ID:	None	2023 RTP Approval Date:	N/A
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:		24-27-0110	

Summary of Amendment Changes Occurring:

The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This specific project is not a component of the Metro Bicycle or Pedestrian commuter trail networks. It is not considered a commuter trail. The project is not considered regionally significant and tied to the goals and strategies of the Metro Regional Transportation Plan (RTP). It is being programmed in the MTIP to meet FHWA compliance for later fund phase obligation requirements through FHWA's Fiscal Management Information System (FMIS) system.

Project Name: **Columbia View Park Path (Gresham)**

Lead Agency:	<b>Gresham</b>	Applicant:	Gresham	Administrator:	ODOT
Certified Agency Delivery:	<b>Yes</b>	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Short Description:

Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.

MTIP Detailed Description (Internal Metro use only):

in the city of Gresham at NE Hassalo Street and the 169th Ave intersection east to 172nd Ave, construct an approximately 800 foot new multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.

STIP Description: Construct an approximately 800 foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access.



Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 62,170					\$ 62,170
TA-S (State TAP)	Y300	2025			\$ 5,384				\$ 5,384
TA-S (State TAP)	Y300	2025					\$ 704,303		\$ 704,303
Federal Totals:			\$ -	\$ 62,170	\$ 5,384	\$ -	\$ 704,303	\$ -	\$ 771,857
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 7,116					\$ 7,116
Local	Match	2025			\$ 616				\$ 616
Local	Match	2025					\$ 80,611		\$ 80,611
Local Totals:			\$ -	\$ 7,116	\$ 616	\$ -	\$ 80,611	\$ -	\$ 88,343

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Total Estimated Project Cost							\$ 860,200
Total Cost in Year of Expenditure:							\$ 860,200
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Phase Change Percent:	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 7,116	\$ 616	\$ -	\$ 80,611	\$ -	\$ 88,343
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 62,170	\$ 5,384	\$ -	\$ 704,303	\$ -	\$ 771,857
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 7,116	\$ 616	\$ -	\$ 80,611	\$ -	\$ 88,343
Total	\$ -	\$ 69,286	\$ 6,000	\$ -	\$ 784,914	\$ -	\$ 860,200
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	7.23%	0.63%	0.0%	81.88%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	0.83%	0.07%	0.0%	9.37%	0.0%	10.27%
Total	0.0%	8.05%	0.70%	0.0%	91.2%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	89.73%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	10.27%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2028
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the programming action includes the addition of new State TAP funds to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the approved OTC item.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval was required and occurred on July 13, 2023.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

### Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	NE Hassalo Street		NE 169th Ave		NE 172nd Ave

Note: Project limit latitudes: Beginning of 45.5307695, -122.48926 latitude and longitude to end points of 45.5307999, -122.4861518 latitude and longitude.

### Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

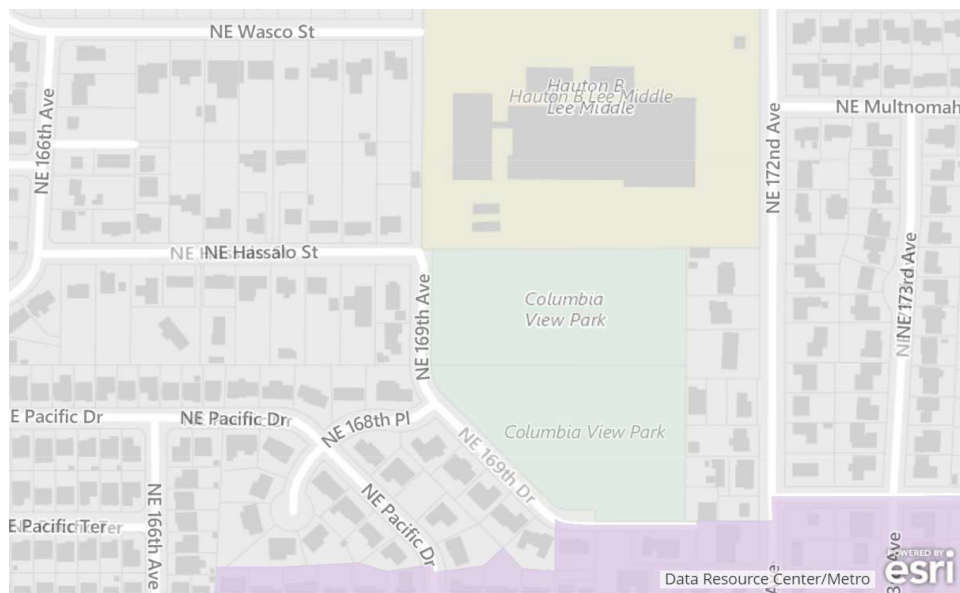
### Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	N/A						The project is considered a recreational improvement not tied to the RTP. As a result, the RTP performance measure do not apply.
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Air Quality - Bicycle and Pedestrian Facilities.</b>
Was an air analysis required as part of RTP inclusion?	<b>Not Applicable.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not Applicable.</b>
RTP Constrained Project ID and Name:	<b>None. Not Applicable.</b>
RTP Project Description:	<b>Not Applicable.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation. NE Hassalo terminates at 169th Ave
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

Existing Street Layout at  
Columbia View Park in Gresham

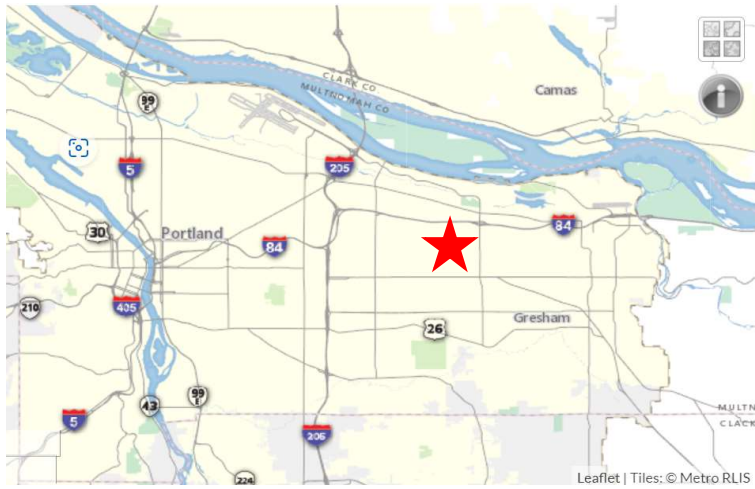


National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Not Applicable	No designation.
Functional Classification	No	Not Applicable	No designation
Federal Aid Eligible Facility	No	Not Applicable	No designation

Additional RTP Consistency Check Areas
1. Is the project designated as a Transportation Control Measure? <b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3. Is the project included as part of the approved: UPWP? <b>No.</b>
3a. If yes, is an amendment required to the UPWP? <b>No.</b>
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable.</b>
4. Applicable RTP Goals: <b>Not applicable</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. Not Applicable.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be November 28, 2023 to December 29, 2023.</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.



- Columbia View Park Path
- Path on School Property
- - - Planned Bike Route for All #3





Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** June 28, 2023  
**TO:** Oregon Transportation Commission

**FROM:**   
Kristopher W. Strickler  
Director

**SUBJECT:** Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

**Requested Action:**

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

**Key Number:** 23505

2024-2027 STIP

**Project Name:** Columbia view Park Path (Gresham)

(PENDING AMENDMENT)

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y300	TAP transportation alternatives program flex IIIA	100.00%	69,286.00	89.73%	62,170.33	0.00%	0.00	10.27%	7,115.67
	PE Totals		100.00%	69,286.00		62,170.33		0.00		7,115.67
RW	Y300	TAP transportation alternatives program flex IIIA	100.00%	6,000.00	89.73%	5,383.80	0.00%	0.00	10.27%	616.20
	RW Totals		100.00%	6,000.00		5,383.80		0.00		616.20
CN	Y300	TAP transportation alternatives program flex IIIA	100.00%	784,913.49	89.73%	704,302.87	0.00%	0.00	10.27%	80,610.62
	CN Totals		100.00%	784,913.49		704,302.87		0.00		80,610.62
Grand Totals				860,199.49		771,857.00		0.00		88,342.49

**Attachment 1 – Oregon Community Paths (OCP) program FY24-26 List of Recommended and Alternate Project Grant Awards**

Federally Funded Construction Grant Awards in Priority Order					
Priority	Applicant	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	City of Woodburn	Mill Creek Greenway	\$1,733,915	\$1,733,915	Fund
2	City of Salem	Pringle Creek Path Connection	\$6,000,000	\$7,733,915	Fund
3	City of Gresham	Columbia View Park Path	\$771,857	\$8,505,772	Fund
4	Port of Portland	40 Mile Loop Connections	\$1,247,696	\$9,753,468	Fund
5	Coos County	Coquille Connection	\$4,380,139	\$14,133,606	Fund
6	Umatilla County	Phase I of Umatilla River Trail	\$5,766,050	\$19,899,656	Fund
7	City of Tigard	Fanno Creek Regional Trail Crossing Safety Improvements	\$1,000,069	\$20,899,725	Fund
8	City of Gresham	North Gresham Park Path	\$621,749	\$21,521,474	Fund
9	Hood River Valley Park & Recreation District	Indian Creek Trail Critical Link Project	\$5,985,149	\$27,506,623	Fund





Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**

Add the new OTC approved OCP  
awarded project to the MTIP

**Project #15****Project Details Summary**

<b>ODOT Key #</b>	<b>23510</b>	RFFA ID:	N/A	RTP ID:	None	2023 RTP Approval Date:	N/A
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:		24-27-0115	

Summary of Amendment Changes Occurring:

The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This specific project is not a component of the Metro Bicycle or Pedestrian commuter trail networks. It is not considered a commuter trail. The project is not considered regionally significant and tied to the goals and strategies of the Metro Regional Transportation Plan (RTP). It is being programmed in the MTIP to meet FHWA compliance for later fund phase obligation requirements through FHWA's Fiscal Management Information System (FMIS) system.

Project Name: **North Gresham Park Path**

Lead Agency:	<b>Gresham</b>	Applicant:	Gresham	Administrator:	ODOT
Certified Agency Delivery:	<b>Yes</b>	Non-Certified Agency Delivery:	No	Delivery as Direct Recipient:	No

Short Description:

Construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.

MTIP Detailed Description (Internal Metro use only):

In the city of Gresham between 214th Ave and 217th Ave near North Gresham Elementary School and Park, construct an approximately 1,400 foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access (FFY 2022 ODOT OCP funding award)

STIP Description: Construct an approximately 1,400 foot Multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 62,811					\$ 62,811
TA-S (State TAP)	Y300	2025					\$ 558,938		\$ 558,938
Federal Totals:			\$ -	\$ 62,811	\$ -	\$ -	\$ 558,938	\$ -	\$ 621,749
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 7,189					\$ 7,189
Local	Match	2025					\$ 63,973		\$ 63,973
Local Totals:			\$ -	\$ 7,189	\$ -	\$ -	\$ 63,973	\$ -	\$ 71,162

Phase Totals							
Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ -	\$ 70,000	\$ -	\$ -	\$ 622,911	\$ -	\$ 692,911
Total Estimated Project Cost							\$ 692,911
Total Cost in Year of Expenditure:							\$ 692,911
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 70,000	\$ -	\$ -	\$ 622,911	\$ -	\$ 692,911
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 7,189	\$ -	\$ -	\$ 63,973	\$ -	\$ 71,162
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 62,811	\$ -	\$ -	\$ 558,938	\$ -	\$ 621,749
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 7,189	\$ -	\$ -	\$ -	\$ -	\$ 7,189
Total	\$ -	\$ 70,000	\$ -	\$ -	\$ 558,938	\$ -	\$ 628,938
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.00%

Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:		12/31/2028	
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the programming action includes the addition of new State TAP funds to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the approved OTC item.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval was required and occurred on July 13, 2023.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

### Project Location References

On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	25th Street		214th Ave		217th Ave

Note: Project limit latitudes: Beginning of 45.5163848, -122.4426249 and end of 45.5145687, -122.4390905. Project trail is approx. 1,400 feet.

### Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification

1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

### Anticipated Required Performance Measurements Monitoring

Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes
	N/A						The project is considered a recreational improvement not tied to the RTP. As a result, the RTP performance measure do not apply.
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Air Quality - Bicycle and pedestrian facilities.</b>
Was an air analysis required as part of RTP inclusion?	<b>Not Applicable.</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not Applicable.</b>
RTP Constrained Project ID and Name:	<b>None. Not Applicable.</b>
RTP Project Description:	<b>Not Applicable.</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation
No	Transit	No designation
No	Freight	No designation
No	Bicycle	No designation
No	Pedestrian	No designation

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	North Gresham Park	No designation
Functional Classification	No	North Gresham Park	No designation
Federal Aid Eligible Facility	No	North Gresham Park	No designation

Additional RTP Consistency Check Areas	
1. Is the project designated as a Transportation Control Measure?	<b>No.</b>
2. Is the project identified on the Congestion Management Process (CMP) plan?	<b>No.</b>
3. Is the project included as part of the approved: UPWP?	<b>No.</b>
3a. If yes, is an amendment required to the UPWP?	<b>No.</b>

3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable.</b>
4. Applicable RTP Goals: <b>Not applicable</b>
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. Not Applicable.</b>

Public Notification/Opportunity to Comment Consistency Requirement	
1. Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>	
2. What are the start and end dates for the comment period? <b>Estimated to be November 28, 2023 to December 29, 2023.</b>	
3. Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>	
4. Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>	
5. Did the project amendment result in a significant number of comments? <b>Not expected.</b>	
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>	

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y300	TAP transportation alternatives program flex IJA	100.00%	70,000.00	89.73%	62,811.00	0.00%	0.00	10.27%	7,189.00
	PE Totals		100.00%	70,000.00		62,811.00		0.00		7,189.00
CN	Y300	TAP transportation alternatives program flex IJA	100.00%	622,910.94	89.73%	558,938.00	0.00%	0.00	10.27%	63,972.94
	CN Totals		100.00%	622,910.94		558,938.00		0.00		63,972.94
Grand Totals				692,910.94		621,749.00		0.00		71,161.94





- North Gresham Park Path
- - - Gresham Greenway #11





**Oregon**

Tina Kotek, Governor

Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** June 28, 2023  
**TO:** Oregon Transportation Commission

*Kristopher W. Strickler*

**FROM:** Kristopher W. Strickler  
Director

**SUBJECT:** Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

**Requested Action:**

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

***Attachment 1 – Oregon Community Paths (OCP) program FY24-26 List of Recommended and Alternate Project Grant Awards***

Federally Funded Construction Grant Awards in Priority Order					
Priority	Applicant	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	City of Woodburn	Mill Creek Greenway	\$1,733,915	\$1,733,915	Fund
2	City of Salem	Pringle Creek Path Connection	\$6,000,000	\$7,733,915	Fund
3	City of Gresham	Columbia View Park Path	\$771,857	\$8,505,772	Fund
4	Port of Portland	40 Mile Loop Connections	\$1,247,696	\$9,753,468	Fund
5	Coos County	Coquille Connection	\$4,380,139	\$14,133,606	Fund
6	Umatilla County	Phase I of Umatilla River Trail	\$5,766,050	\$19,899,656	Fund
7	City of Tigard	Fanno Creek Regional Trail Crossing Safety Improvements	\$1,000,069	\$20,899,725	Fund
8	City of Gresham	North Gresham Park Path	\$621,749	\$21,521,474	Fund
9	Hood River Valley Park & Recreation District	Indian Creek Trail Critical Link Project	\$5,985,149	\$27,506,623	Fund



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

**ADD NEW PROJECT**

Add the new OTC approved OCP  
awarded project to the MTIP

**Project #16****Project Details Summary**

<b>ODOT Key #</b>	<b>23520</b>	RFFA ID:	N/A	RTP ID:	12195	2023 RTP Approval Date:	December 2023
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0125		

Summary of Amendment Changes Occurring:

The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This project will construct segments of the multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.

**Project Name:** **Clackamas River Trail (Happy Valley)**

Lead Agency:	<b>Happy Valley</b>	Applicant:	Happy Valley	Administrator:	ODOT
Certified Agency Delivery:	No	Non-Certified Agency Delivery:	<b>Yes</b>	Delivery as Direct Recipient:	No

**Short Description:**

Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.

**MTIP Detailed Description (Internal Metro use only):**

In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement activities to construct a later multi-use trail (approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.

**STIP Description:**

Project refinement for a continuous, off-road regional trail approximately 6,250 feet between the OR 212/224 interchange and Springwater Bridge.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian	Off-Street	Capital Improvement
	Active Trans - Bike	Two-way Separated Lanes	
	Bike/Ped		

### Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 258,019						\$ 258,019
Federal Totals:			\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019

### State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 29,532						\$ 29,532
									\$ -
Local Totals:			\$ 29,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 29,532

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551

Total Estimated Project Cost	\$ 3,500,000
Total Cost in Year of Expenditure:	\$ 3,500,000

Note: The estimated total project cost for the new multi-use trail is sourced from the new draft 2023 RTP cost estimate.

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The planning phase is being added at this time to complete various project development activities prior to the start of PE.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 29,532	\$ -	\$ -	\$ -		\$ -	\$ 29,532
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 258,019	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 258,019
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 29,532	\$ -	\$ -	\$ -		\$ -	\$ 29,532
Total	\$ 287,551	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 287,551
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
Completion Date Notes:					Estimated Project Completion Date:		Not Specified
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review
1. What is the source of funding? <b>Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)</b>
2. Does the amendment include changes or updates to the project funding? <b>Yes, the programming action includes the addition of new State TAP funds to the MTIP.</b>
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the approved OTC item.</b>
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval was required and occurred on July 13, 2023.</b>
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	Clackamas River Trail		OR212	Springwater Rd Bridge	
Note: Project limit latitudes: Beginning of 45.40953, -122.50592 latitude and longitude with endpoints of 45.39457, -122.49678 latitude and longitude. Length = 6,250'.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas = No
					X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				No.			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes, per 40 CFR 93.126, Table 2			
Exemption Reference:				Air Quality - Bicycle and pedestrian facilities.			
Was an air analysis required as part of RTP inclusion?				Not Applicable.			
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				Not Applicable.			
RTP Constrained Project ID and Name:				ID# 12195 (2023 RTP) - Clackamas River Trail: North Carver			
RTP Project Description:				Constructs outstanding segments of multi-use regional trail to follow north side of Clackamas River between Hwy. 212/224 interchange and Springwater Bridge.			

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Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Major Arterial
No	Transit	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Regional Bus
No	Freight	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Roadway Connector
No	Bicycle	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Bicycle Parkway
Yes	Pedestrian	No designation. This is a new off-road commuter multi-purpose trail being proposed. OR224 parallel to the project limits is designated as a Pedestrian Parkway

Note: While the proposed Clackamas River Trail is a new commuter trail, the current network designations for OR224, which is parallel to the new trail, reflects the need and justification for the trail. They are included for this purpose.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Clackamas River Tr	No designation
	No	OR224	No designation
Functional Classification	No	Clackamas River Tr	No designation
	No	OR224	Minor Arterial
Federal Aid Eligible Facility	No	Clackamas River Tr	No designation
	No	OR224	FHWA Functional Classification Code: 4 (Minor Arterial)
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? <b>No.</b>			
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>			
3. Is the project included as part of the approved: UPWP? <b>No.</b>			
3a. If yes, is an amendment required to the UPWP? <b>No.</b>			
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>			
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable.</b>			

4. Applicable RTP Goals:

**Goal #3: Transportation Choices:**

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

**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 MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

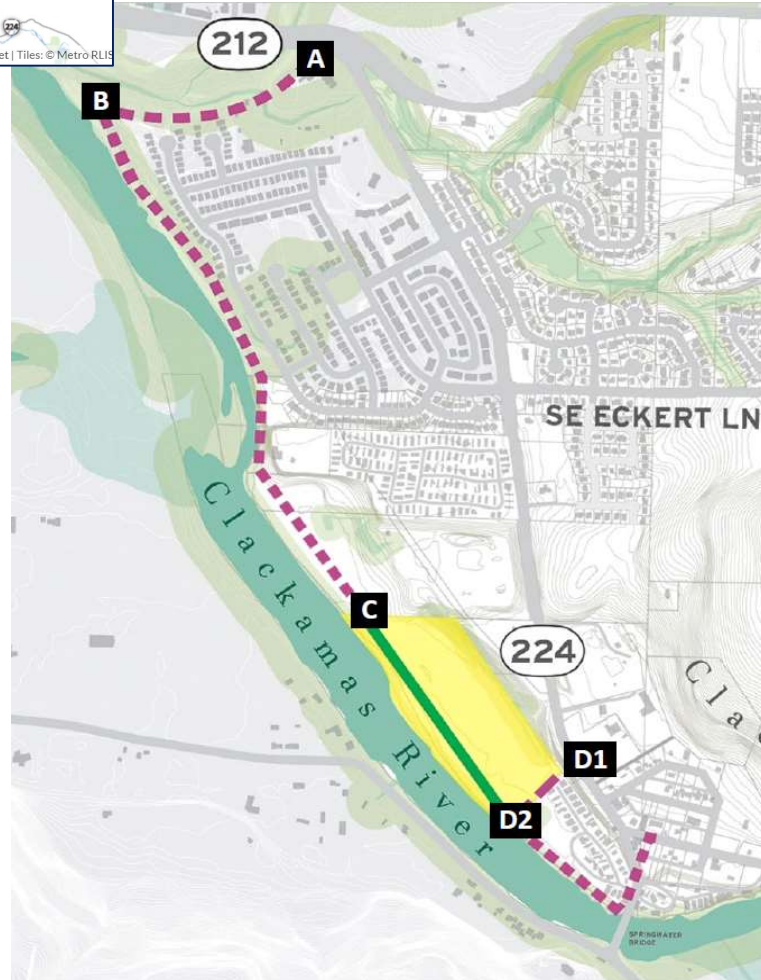
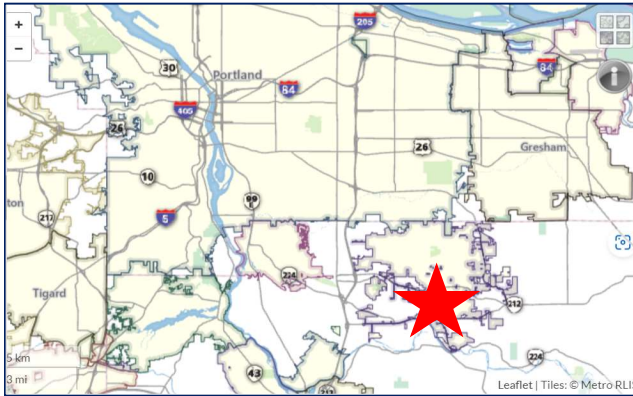
**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.





## CLACKAMAS RIVER TRAIL PROJECT

### DESCRIPTION

The City seeks to complete project refinement for 6,250 linear feet of trailway (Segments A, B, D1, D2) between the OR Hwy. 212/224 interchange and Springwater Bridge. Dollars awarded through OCPP will leverage a planned regional investment (Segment C, 1,450 linear feet), to prepare for a total trail of 7,700 feet. The resulting pathway will function as regional trail and a multiuse path, separated from motor vehicle traffic and connecting regional destinations.

### LEGEND

- Future Riverfront Park (City property)
- City/Metro Investment (2023-2024)
- OCPP Grant Proposal (2023-2025)
- A Route Segment



Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** June 28, 2023

**TO:** Oregon Transportation Commission

**FROM:** *Kristopher W. Strickler*  
Kristopher W. Strickler  
Director

**SUBJECT:** Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

**Requested Action:**

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex IIJA	100.00%	287,550.39	89.73%	258,019.00	0.00%	0.00	10.27%	29,531.39
	PL Totals		100.00%	287,550.39		258,019.00		0.00		29,531.39
PE	Y300	TAP transportation alternatives program flex IIJA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				287,550.39		258,019.00		0.00		29,531.39

Federally Funded Project Refinement Grant Awards in Priority Order					
Priority	Applicant Name	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	Benton County	Pathways for N. Benton County Communities	\$666,245	\$666,245	<b>Fund</b>
2	City of Troutdale	2nd Street Bridge	\$194,953	\$861,198	<b>Fund</b>
3	Benton County Public Works	Corvallis to Albany Multi-Use Path: North Albany Refinement Plan	\$423,974	\$1,285,173	<b>Fund</b>
4	City of St. Helens	St. Helens Scappoose Refinement Trail Project	\$363,407	\$1,648,579	<b>Fund</b>
5	Confederated Tribes of Grand Ronde Community of Oregon	Grand Ronde Multiuse Path Corridor Study	\$207,505	\$1,856,084	<b>Fund</b>
6	Willamalane Park & Recreation District	Springfield Northeast Critical Links	\$355,533	\$2,211,617	<b>Fund</b>
7	City of Salem	OR-22 Pedestrian Overcrossing	\$269,190	\$2,480,807	<b>Fund</b>
8	City of Tigard	SW 95th Ave Highway 217 Pedestrian/Bike Bridge Refinement Project	\$268,921	\$2,749,728	<b>Fund</b>
9	City of Happy Valley	Clackamas River Trail	\$258,019	\$3,007,746	<b>Fund</b>



**Metro**  
**2024-27 Metropolitan Transportation Improvement Program (MTIP)**  
**PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

**ADD NEW PROJECT**

Add the new OTC approved OCP  
awarded project to the MTIP

**Project #17****Project Details Summary**

<b>ODOT Key #</b>	<b>23509</b>	RFFA ID:	N/A	RTP ID:	10766	2018 RTP Approval Date:	12/6/2018
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0114		

Summary of Amendment Changes Occurring:

The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway. This specific project proposes three crossing safety upgrades along the Fanno Creek Regional Trail at North Dakota St, Tigard St, and at SW Hall Blvd.

Proposed improvements at these three roadway crossings include the installation of a pedestrian activated rectangular rapid flashing beacon (RRFB), lighting, improved pavement markings and signage, and curb work/paving at the trail heads to improve drainage and accessibility at both Tigard Street and North Dakota Street. At Hall Boulevard, proposed improvements include the installation of a pedestrian hybrid beacon (PHB), curb extensions or a pedestrian refuge island, upgraded lighting, improved safety signage and pavement markings. The project will improve safety with the use of several proven safety countermeasures to increase driver awareness and compliance, shorten crossing distance, improve visibility and reduce the number of pedestrian crashes.

**Project Name:** **Fanno Creek Regional Trail Crossing Safety**

<b>Lead Agency:</b>	<b>Tigard</b>	<b>Applicant:</b>	Tigard	<b>Administrator:</b>	ODOT
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	Yes	<b>Delivery as Direct Recipient:</b>	No

**Short Description:**

Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.

**MTIP Detailed Description (Internal Metro use only):**

On the Fanno Creek Regional Trail in Tigard, Design and construct three key roadway trail crossing safety upgrades: One at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard to include the installation of a pedestrian activated rectangular rapid flashing beacon (RRFB), lighting, improved pavement markings and signage, and curb work/paving at the trail heads to improve pedestrian safety.

**STIP Description:**

Design and construct three key roadway trail crossing safety improvements: one at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian	Crossing Treatments	Capital Improvement
	Active Trans - Bike	Other	
	Bike/Ped		

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024		\$ 315,983					\$ 315,983
TA-S (State TAP)	Y300	2026					\$ 684,086		\$ 684,086
Federal Totals:			\$ -	\$ 315,983	\$ -	\$ -	\$ 684,086	\$ -	\$ 1,000,069
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024		\$ 36,166					\$ 36,166
Local	Match	2026					\$ 78,297		\$ 78,297
Local Totals:			\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Phase Totals			Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:			\$ -	<del>\$ -</del>	\$ -	\$ -	<del>\$ -</del>	\$ -	<del>\$ -</del>
Amended Programming Totals			\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Total Estimated Project Cost									\$ 1,114,532
Total Cost in Year of Expenditure:									\$ 1,114,532

Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	No	The project is not short programmed					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Amended Phase Matching Percent:	N/A	10.27%	N/A	N/A	10.27%	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ -	\$ 315,983	\$ -	\$ -	\$ 684,086	\$ -	\$ 1,000,069
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ -	\$ 36,166	\$ -	\$ -	\$ 78,297	\$ -	\$ 114,463
Total	\$ -	\$ 352,149	\$ -	\$ -	\$ 762,383	\$ -	\$ 1,114,532
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	0.0%	28.35%	0.0%	0.0%	61.38%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%
Local	0.0%	3.24%	0.0%	0.0%	7.03%	0.0%	10.27%
Total	0.0%	31.60%	0.00%	0.0%	68.4%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	0.0%	89.73%	0.0%	0.0%	89.73%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	0.0%	10.27%	0.0%	0.0%	10.27%	0.0%	10.27%
Total	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%



Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated							Aid ID
Federal Funds Obligated:							
EA Number:							FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			12/31/2029
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC).</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the programming action includes the addition of new State TAP funds to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the approved OTC item.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval was required and occurred on July 13, 2023.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	Fanno Creek/North Dakota		SE North Dakota Street		
	Fanno Creek/Tigard St		SW Tigard Street		
	Fanno Creek/Hall Blvd		SW Hall Blvd		
Note: Project limit latitudes: Beginning of 45.4241597, -122.7657002 latitude and longitude with endpoints of 45.4390708, -122.783772 latitude and longitude					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LEP) = Yes Low Income (LI) = Yes
				X		X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	No.
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	Yes, per 40 CFR 93.126, Table 2
Exemption Reference:	Air Quality - Bicycle and pedestrian facilities.
Was an air analysis required as part of RTP inclusion?	Not Applicable.
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	Not Applicable.



RTP Constrained Project ID and Name:	<b>Indirectly tied to RTP ID 10766 - Regional Trail Gap Closure</b>
RTP Project Description:	<b>Infill gaps in regional trail network. Affected trails include Fanno Creek, Washington Square Loop and Westside Trails.</b>
Note: The Fanno Creek Trail is an existing commuter trail facility and is identified in the RTP's Bicycle and Pedestrian networks.	

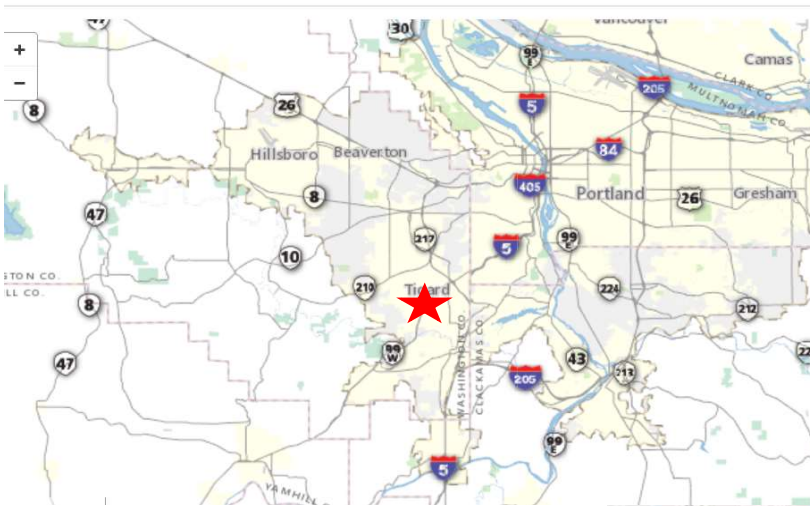
Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	Fanno Creek Trail at SW North Dakota St Intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
Yes		Fanno Creek Trail at SW Hall Blvd intersection = Hall Blvd is designated as a Minor Arterial
No	Transit	Fanno Creek Trail at SW North Dakota St intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
Yes		Fanno Creek Trail at SW Hall Blvd intersection = Hall Blvd is designated as a Frequent Bus
No	Freight	Fanno Creek Trail at SW North Dakota St intersection = No designation
No		Fanno Creek Trail at SW Tigard St intersection = No designation
No		Fanno Creek Trail at SW Hall Blvd intersection = No designation
No	Bicycle	Fanno Creek Trail at SW North Dakota St intersection = Bicycle Parkway
Yes		Fanno Creek Trail at SW Tigard St intersection = Bicycle Parkway. SW Tigard St is also designated as a Regional Bikeway
Yes		Fanno Creek Trail SW Hall Blvd intersection = Bicycle Parkway wit Hall Blvd designated as a Regional Bikeway
Yes	Pedestrian	Fanno Creek Trail at SW North Dakota St intersection = Pedestrian Parkway
Yes		Fanno Creek Trail at SW Tigard St intersection = Pedestrian Parkway
No		Fanno Creek Trail at SW Hall Blvd intersection = Both Fanno Creek and Hall Blvd are designated as a Pedestrian Parkway

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Fanno at N Dakota	No designation
	No	Fanno at Tigard	No designation
	No	Fanno at Hall	No designation.
Functional Classification	No	Fanno at N Dakota	No designation
	No	Fanno at Tigard	No designation
	Yes	Fanno at Hall	SW Hall Blvd at Fanno Creek Trail is designated as a Urban Minor Arterial
Federal Aid Eligible Facility	No	Fanno at N Dakota	No designation
	No	Fanno at Tigard	No designation
	Yes	Fanno at Hall	SW Hall Blvd at Fanno Creek Trail is designated as a "4" = Minor Arterial

Additional RTP Consistency Check Areas	
1.	Is the project designated as a Transportation Control Measure? <b>No.</b>
2.	Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>
3.	Is the project included as part of the approved: UPWP? <b>No.</b>
3a.	If yes, is an amendment required to the UPWP? <b>No.</b>
3b.	Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>
3c.	What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable.</b>
4.	<p>Applicable RTP Goals:</p> <p><b><u>Goal #5: Safety and Security</u></b></p> <p>Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel</p> <p><b><u>Goal #9: Equitable Transportation</u></b></p> <p>Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.</p>
5.	Does the project require a special performance assessment evaluation as part of the MTIP amendment? <b>No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars</b>

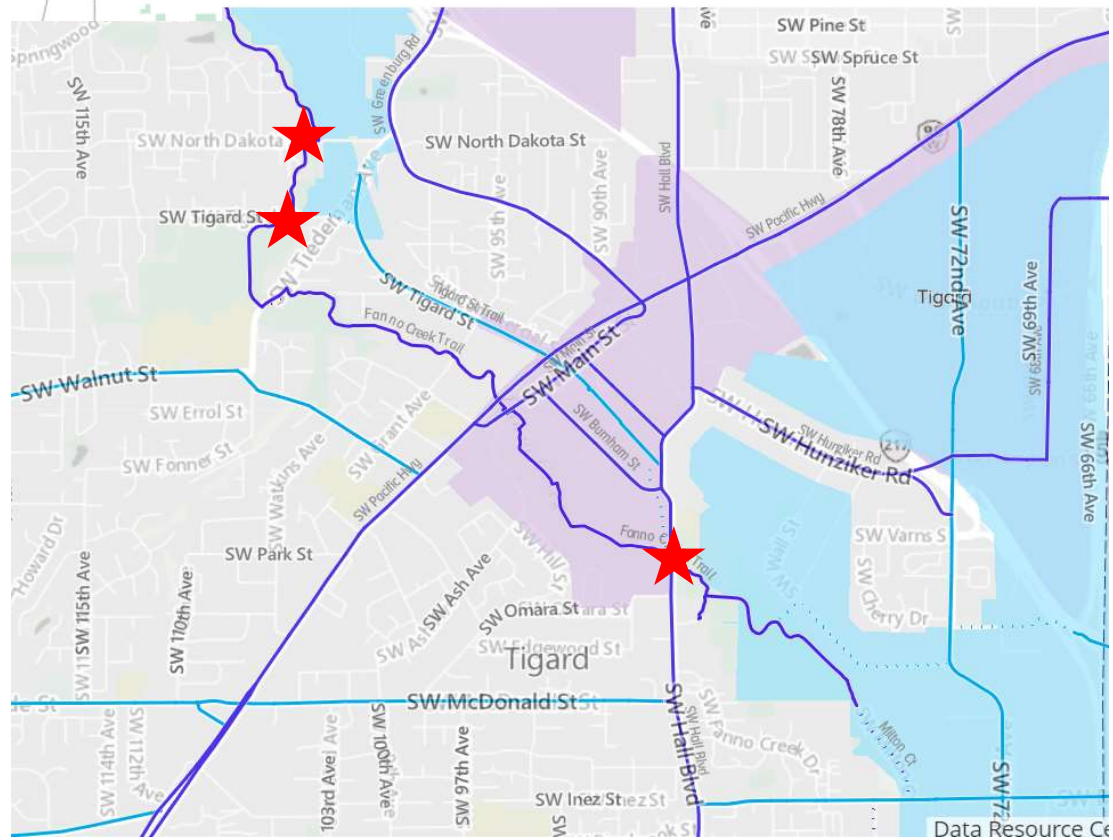
Public Notification/Opportunity to Comment Consistency Requirement	
1.	Is a 30-day/opportunity to comment period required as part of the amendment? <b>Yes.</b>
2.	What are the start and end dates for the comment period? <b>Estimated to be November 28, 2023 to December 29, 2023.</b>
3.	Was the comment period completed consistent with the Metro Public Participation Plan? <b>Yes.</b>
4.	Was the comment period included on the Metro website allowing email submissions as comments? <b>Yes.</b>
5.	Did the project amendment result in a significant number of comments? <b>Not expected.</b>
6.	Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? <b>Not expected.</b>

Fund Codes References	
Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.



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### Regional Design





Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

DATE: June 28, 2023

TO: Oregon Transportation Commission

FROM: Kristopher W. Strickler  
Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

**Requested Action:**

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PE	Y300	TAP transportation alternatives program flex IIIA	100.00%	352,149.00	89.73%	315,983.30	0.00%	0.00	10.27%	36,165.70
	<b>PE Totals</b>		<b>100.00%</b>	<b>352,149.00</b>		<b>315,983.30</b>		<b>0.00</b>		<b>36,165.70</b>
CN	Y300	TAP transportation alternatives program flex IIIA	100.00%	762,382.40	89.73%	684,085.70	0.00%	0.00	10.27%	78,296.70
	<b>CN Totals</b>		<b>100.00%</b>	<b>762,382.40</b>		<b>684,085.70</b>		<b>0.00</b>		<b>78,296.70</b>
<b>Grand Totals</b>				<b>1,114,531.40</b>		<b>1,000,069.00</b>		<b>0.00</b>		<b>114,462.40</b>

**Attachment 1 – Oregon Community Paths (OCP) program FY24-26 List of Recommended and Alternate Project Grant Awards**

Federally Funded Construction Grant Awards in Priority Order					
Priority	Applicant	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	City of Woodburn	Mill Creek Greenway	\$1,733,915	\$1,733,915	Fund
2	City of Salem	Pringle Creek Path Connection	\$6,000,000	\$7,733,915	Fund
3	City of Gresham	Columbia View Park Path	\$771,857	\$8,505,772	Fund
4	Port of Portland	40 Mile Loop Connections	\$1,247,696	\$9,753,468	Fund
5	Coos County	Coquille Connection	\$4,380,139	\$14,133,606	Fund
6	Umatilla County	Phase I of Umatilla River Trail	\$5,766,050	\$19,899,656	Fund
7	City of Tigard	Fanno Creek Regional Trail Crossing Safety Improvements	\$1,000,069	\$20,899,725	Fund
8	City of Gresham	North Gresham Park Path	\$621,749	\$21,521,474	Fund
9	Hood River Valley Park & Recreation District	Indian Creek Trail Critical Link Project	\$5,985,149	\$27,506,623	Fund



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment

**ADD NEW PROJECT**

Add the new OTC approved OCP  
awarded project to the MTIP

**Project #18****Project Details Summary**

<b>ODOT Key #</b>	<b>23519</b>	RFFA ID:	N/A	RTP ID:	12168	2023 RTP Approval Date:	December 2023
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0124		

Summary of Amendment Changes Occurring:

The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway.

**Project Name:** **SW 95th Ave Highway 217 Ped/Bike Bridge Refine**

<b>Lead Agency:</b>	<b>Tigard</b>	<b>Applicant:</b>	Tigard	<b>Administrator:</b>	ODOT
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	Yes	<b>Delivery as Direct Recipient:</b>	No

**Short Description:**

Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue.

**MTIP Detailed Description (Internal Metro use only):**

In the city of Tigard near the OR217/SW Greenburg Rd IC, complete project development scoping refinement activities to construct a future 500 foot pedestrian and bicycle crossing over OR217 connecting SW 95th Ave (FFY 2022 ODOT OCP award)

**STIP Description:**

Refinement study and conceptual design for a proposed approximately 500 foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ ODOT Work Type:	Active Trans - Pedestrian	New sidewalk	Capital Improvement
	Active Trans - Bike	Overcrossing or Undercrossing	
	Bike/Ped		

### Phase Funding and Programming

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 268,921						\$ 268,921
Federal Totals:			\$ 268,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,921

### State Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### Local Funds

Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 30,779						\$ 30,779
									\$ -
Local Totals:			\$ 30,779	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 30,779

Phase Totals	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -
Amended Programming Totals	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700

Total Estimated Project Cost	\$ 24,400,000
Total Cost in Year of Expenditure:	\$ 24,400,000

Note: The estimated total project cost for the new multi-use trail is sourced from the new draft 2023 RTP cost estimate.



Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	The planning phase is being added at this time to complete various project development activities prior to the start of PE.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700
Phase Change Percent:	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 30,779	\$ -	\$ -	\$ -		\$ -	\$ 30,779
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 268,921	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 268,921
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 30,779	\$ -	\$ -	\$ -		\$ -	\$ 30,779
Total	\$ 299,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 299,700
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%
Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.7%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Obligated						
EA Number:	Yet						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			Not Specified
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	

Fiscal Constraint Consistency Review							
1. What is the source of funding? <b>Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)</b>							
2. Does the amendment include changes or updates to the project funding? <b>Yes, the programming action includes the addition of new State TAP funds to the MTIP.</b>							
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the approved OTC item.</b>							
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval was required and occurred on July 13, 2023.</b>							
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>							

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street		Cross Street
	95th Ave		SW Shady Lane		SW 95th Ave
	OR217		OR217/Greenburg IC		Just s/o 95th Ave
Note: Project limit latitudes: Beginning of 45.4429923, -122.7743641 latitude and longitude with endpoints of 45.4418757, -122.7744754 latitude and longitude. Approximate length = 500'.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						



Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity Focus Areas People of Color (POC) = Yes Limited English (LE) = Yes Low Income (LI) - Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
	X		X		X		X
RTP Air Quality Conformity and Transportation Modeling Designations							
Is this a capacity enhancing or non-capacity enhancing project?				No.			
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?				Yes, per 40 CFR 93.126, Table 2			
Exemption Reference:				Air Quality - Bicycle and pedestrian facilities.			
Was an air analysis required as part of RTP inclusion?				Not Applicable.			
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?				Not Applicable.			
RTP Constrained Project ID and Name:				ID# 12168 - OR 217 Ped-Bike Crossing at SW 95th Ave			
RTP Project Description:				Construct a new Highway 217 overcrossing for active transportation users connecting Metzger Neighborhood and WSRC area with the Greenburg Neighborhood, Tigard Heritage Trail, Fanno Creek Trail, and Downtown Tigard.			

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	No designation for 95th Ave OR217 which the OC will cross is designated as a Throughway
No	Transit	No designation for 95th Ave or OR217.
No	Freight	No designation for 95th Ave OR217 which the OC will cross is designated as a Main Roadway Route
No	Bicycle	No designation for 95th Ave or OR217.
No	Pedestrian	No designation for 95th Ave or OR217.

Note: The project development and scoping actions will determine if the OC will include a center post on OR217 which would then change the status to a project on the State Highway System. MP limits to then be defined.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	Clackamas River Tr	No designation
	No	OR217	OR217 is designated on the NHS as "Other NHS Routes"
Functional Classification	No	95th Ave	No designation
	No	OR217	Urban Other Freeways and Expressways
Federal Aid Eligible Facility	No	95th Ave	No designation
	No	OR217	FHWA Functional Classification Code: 2 (Other Freeways and Expressways)
Additional RTP Consistency Check Areas			
1. Is the project designated as a Transportation Control Measure? <b>No.</b>			
2. Is the project identified on the Congestion Management Process (CMP) plan? <b>No.</b>			
3. Is the project included as part of the approved: UPWP? <b>No.</b>			
3a. If yes, is an amendment required to the UPWP? <b>No.</b>			
3b. Can the project MTIP amendment proceed before the UPWP amendment? <b>Yes.</b>			
3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? <b>None. Not Applicable.</b>			

4. Applicable RTP Goals:

**Goal #3: Transportation Choices:**

Objective 3.1 Travel Choices – Plan communities and design and manage the transportation system to increase the proportion of trips made by walking, bicycling, shared rides and use of transit.

**Goal #5: Safety and Security**

Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel

**Goal #9 - Equitable Transportation**

Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.

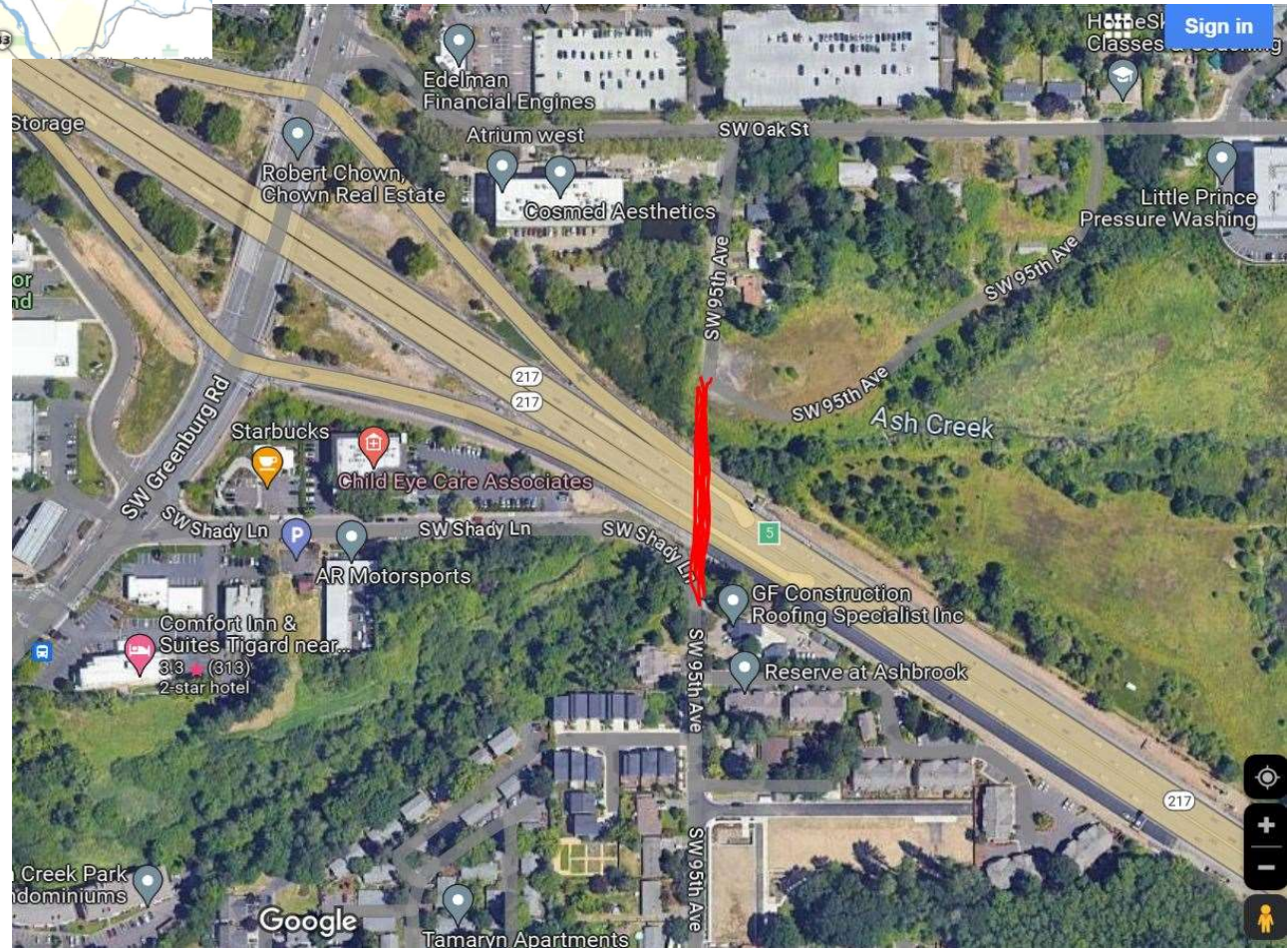
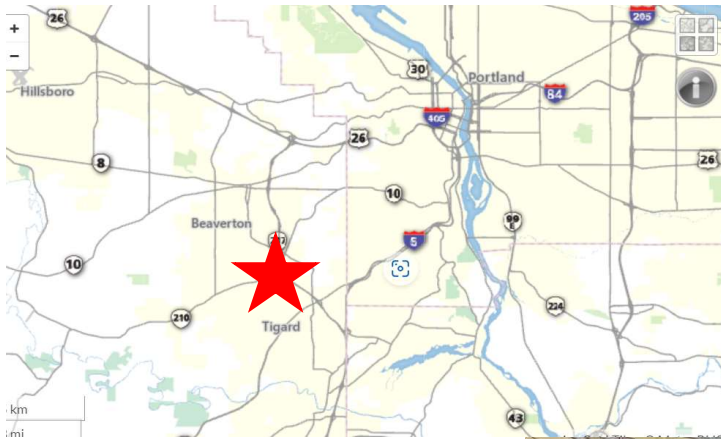
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project is not capacity enhancing nor does the total project cost exceed \$100 million dollars**

**Public Notification/Opportunity to Comment Consistency Requirement**

1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

**Fund Codes References**

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.







Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

**DATE:** June 28, 2023

**TO:** Oregon Transportation Commission

**FROM:** *Kristopher W. Strickler*  
Kristopher W. Strickler  
Director

**SUBJECT:** Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

**Requested Action:**

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Fund Codes										
Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex I/JA	100.00%	299,700.19	89.73%	268,921.00	0.00%	0.00	10.27%	30,779.19
	PL Totals		100.00%	299,700.19		268,921.00		0.00		30,779.19
PE	Y300	TAP transportation alternatives program flex I/JA	0.00%	0.00	0.00%	0.00	0.00%	0.00	0.00%	0.00
	PE Totals		0.00%	0.00		0.00		0.00		0.00
Grand Totals				299,700.19		268,921.00		0.00		30,779.19

Federally Funded Project Refinement Grant Awards in Priority Order					
Priority	Applicant Name	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	Benton County	Pathways for N. Benton County Communities	\$666,245	\$666,245	<b>Fund</b>
2	City of Troutdale	2nd Street Bridge	\$194,953	\$861,198	<b>Fund</b>
3	Benton County Public Works	Corvallis to Albany Multi-Use Path: North Albany Refinement Plan	\$423,974	\$1,285,173	<b>Fund</b>
4	City of St. Helens	St. Helens Scappoose Refinement Trail Project	\$363,407	\$1,648,579	<b>Fund</b>
5	Confederated Tribes of Grand Ronde Community of Oregon	Grand Ronde Multiuse Path Corridor Study	\$207,505	\$1,856,084	<b>Fund</b>
6	Willamalane Park & Recreation District	Springfield Northeast Critical Links	\$355,533	\$2,211,617	<b>Fund</b>
7	City of Salem	OR-22 Pedestrian Overcrossing	\$269,190	\$2,480,807	<b>Fund</b>
8	City of Tigard	SW 95th Ave Highway 217 Pedestrian/Bike Bridge Refinement Project	\$268,921	\$2,749,728	<b>Fund</b>
9	City of Happy Valley	Clackamas River Trail	\$258,019	\$3,007,746	<b>Fund</b>



Metro

**2024-27 Metropolitan Transportation Improvement Program (MTIP)  
PROJECT AMENDMENT DETAIL WORKSHEET**

MTIP Formal Amendment  
**ADD NEW PROJECT**

Add the new OTC approved OCP  
awarded project to the MTIP

**Project #19****Project Details Summary**

<b>ODOT Key #</b>	<b>23513</b>	RFFA ID:	N/A	RTP ID:	12108	2023 RTP Approval Date:	December 2023
<b>MTIP ID:</b>	<b>New-TBD</b>	CDS ID:	N/A	Bridge #:	N/A	FTA Flex & Conversion Code	No
MTIP Amendment ID:		<b>DC24-03-DEC</b>		STIP Amendment ID:	24-27-0118		

Summary of Amendment Changes Occurring:

The formal MTIP Amendment adds the new Oregon Transportation Commission (OTC) approved project awarded funding from the FFY 2022 Oregon Community Paths funding program for FFY 2024-26. OTC approved the funding awards on July 13, 2023. Additional details about the OCP program can be found on ODOT's website at <https://www.oregon.gov/odot/programs/pages/ocp.aspx>. The OCP program is a competitive grant program that supports investments in walking and biking facilities that are "off system," meaning transportation facilities that are not primarily on or along a roadway.

<b>Project Name:</b>	<b>2nd Street Bridge (Troutdale)</b>						
<b>Lead Agency:</b>	<b>Troutdale</b>	<b>Applicant:</b>	Troutdale	<b>Administrator:</b>	ODOT		
<b>Certified Agency Delivery:</b>	No	<b>Non-Certified Agency Delivery:</b>	Yes	<b>Delivery as Direct Recipient:</b>	No		

Short Description:

Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.

MTIP Detailed Description (Internal Metro use only):

In the city of Troutdale at NE 257th/ 2nd Street intersection, complete project development scoping actions to later construct an approximately 700 foot new bike/ped multi-use commuter path bridge over NE 257th Ave joining the Halsey Street Pathway with to the 2nd Street Trail that will continue to the Troutdale downtown Visitor Center and Bike hub to provide added bicyclist/pedestrian safety.

STIP Description: Refine the scope for an approximately 700 foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting Downtown to the Halsey corridor and the Historic Columbia River Highway bike trail.

Project Classification Details			
Project Type	Category	Features	System Investment Type
Active Transportation/ Complete Streets	Active Trans/ Multi-Use Path	New/Trail Path	Capital Improvement
ODOT Work Type:	Bike/Ped		
Note: The project programming reflects project development to lead into PE. As such, while programming in the Planning phase is correct, this is not considered a pure planning project and has been categorized based on the final delivery goal as described for the project in the new 2023 RTP.			

Phase Funding and Programming									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation (UR)	Construction (Cons)	Other	Total
Federal Funds									
TA-S (State TAP)	Y300	2024	\$ 194,953						\$ 194,953
									\$ -
Federal Totals:			\$ 194,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,953
State Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
									\$ -
									\$ -
State Totals:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Local Funds									
Fund Type	Fund Code	Year	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Local	Match	2024	\$ 22,313						\$ 22,313
									\$ -
Local Totals:			\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313

Phase Totals							
	Planning	PE	ROW	UR	Cons	Other	Total
Existing Programming Totals:	<del>\$ -</del>	\$ -	\$ -	\$ -	\$ -	\$ -	<del>\$ -</del>
Amended Programming Totals	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Total Estimated Project Cost							\$ 4,555,600
Total Cost in Year of Expenditure:							\$ 4,555,600
Note: The total project cost estimate is based on the estimate provided in the 2023 RTP.							
Programming Summary	Yes/No	Reason if short Programmed					
Is the project short programmed?	Yes	Only project development is being programmed currently with the assumption the project will move forward into the PE upon completion of the project development activities.					
Programming Adjustments Details	Planning	PE	ROW	UR	Cons	Other	Totals
Phase Programming Change:	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Phase Change Percent:	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Amended Phase Matching Funds:	\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313
Amended Phase Matching Percent:	10.27%	N/A	N/A	N/A	N/A	N/A	10.27%
Phase Programming Summary Totals							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	\$ 194,953	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 194,953
State	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local	\$ 22,313	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,313
Total	\$ 217,266	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 217,266
Phase Composition Percentages							
Fund Type	Planning	PE	ROW	UR	Cons	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%



Phase Programming Percentage							
Fund Category	Planning	Preliminary Engineering (PE)	Right of Way (ROW)	Utility Relocation	Construction	Other	Total
Federal	89.73%	0.0%	0.0%	0.0%	0.0%	0.0%	89.73%
State	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Local	10.27%	0.0%	0.0%	0.0%	0.0%	0.0%	10.27%
Total	100.00%	0.0%	0.0%	0.0%	0.0%	0.0%	100.00%

Project Phase Obligation History							
Item	Planning	PE	ROW	UR	Cons	Other	Federal
Total Funds Obligated	Not						Aid ID
Federal Funds Obligated:	Yet						
EA Number:	Obligated						FHWA or FTA
Initial Obligation Date:							FHWA
EA End Date:							FMIS or TRAMS
Known Expenditures:							FMIS
				Estimated Project Completion Date:			Not identified
Completion Date Notes:							
Are federal funds being flex transferred to FTA?		No	If yes, expected FTA conversion code:			N/A	
Notes: Expenditure Authorization (EA) information pertains primarily to projects under ODOT Local Delivery oversight.							

Fiscal Constraint Consistency Review	
1. What is the source of funding? <b>Oregon Community Paths Program (OCP) as approved by the Oregon Transportation Commission (OTC)</b>	
2. Does the amendment include changes or updates to the project funding? <b>Yes, the programming action includes the addition of new State TAP funds to the MTIP.</b>	
3. Was proof-of-funding documentation provided to verify the funding change? <b>Yes, via the approved OTC item.</b>	
4. Did the funding change require OTC, ODOT Director, or ODOT program manager approval? <b>Yes. OTC approval was required and occurred on July 13, 2023.</b>	
5. Has the fiscal constraint requirement been properly demonstrated and satisfied as part of the MTIP amendment? <b>Yes.</b>	

Project Location References					
On State Highway	Yes/No	Route	MP Begin	MP End	Length
	No	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Cross Streets	Route or Arterial		Cross Street	Cross Street	
	2nd Street		NE 257th Ave intersection	2nd Street: Limits include approx. 350' before and after NE 257th Ave intersection	
Note: Routes or arterials with multiple site improvement locations shown as an aggregate total.					

Summary of MTIP Programming and Last Formal/Full Amendment or Administrative Modification							
1st Year Programmed	2024	Years Active	0	Project Status	0	No activity. Initial MTIP and STIP programming is occurring.	
Total Prior Amendments	0	Last Amendment	Not Applicable	Date of Last Amendment	Not Applicable	Last MTIP Amend Num	Not Applicable
Last Amendment Action	Not Applicable						

Anticipated Required Performance Measurements Monitoring							
Metro RTP Performance Measurements	Congestion Mitigation	Climate Change Reduction	Economic Prosperity	Equity	Mobility Improvement	Safety	Notes Equity w/o NE 257th Ave in project limits People of Color (POC) = Yes Limited English = Yes Low Income (LI) = Yes
				X	X	X	
ODOT (federal) Performance Measurements							
Mobility	Passenger Rail Ridership		Walkways/Bikeways		Traffic Congestion		Transit Rides
			X				
Preservation	Pavement Condition		Bridge Condition		Public Transit Vehicle Condition		
Safety	Fatalities/Injuries Reduction						
	X						
Stewardship	Construction Projects On-Time		Construction Projects On-Budget		Disadvantage Business Enterprise Utilization		ODOT Customer Service
							X

RTP Air Quality Conformity and Transportation Modeling Designations	
Is this a capacity enhancing or non-capacity enhancing project?	<b>No.</b>
Is the project exempt from a conformity determination per 40 CFR 93.126, Table 2 or 40 CFR 93.127, Table 3?	<b>Yes, per 40 CFR 93.126, Table 2</b>
Exemption Reference:	<b>Air Quality - Bicycle and pedestrian facilities.</b>
Was an air analysis required as part of RTP inclusion?	<b>Not Applicable</b>
If capacity enhancing, was transportation modeling analysis completed as part of RTP inclusion?	<b>Not Applicable for the Motor Vehicle modeling network, but included as part of the Bicycle and Pedestrian networks</b>
RTP Constrained Project ID and Name:	<b>ID#: 23108 - Troutdale 2nd Street Ped/Bike Bridge</b>
RTP Project Description:	<b>Construct a pedestrian/bicycle bridge over 257th, a high-crash corridor. The project will connect the Halsey corridor project to downtown Troutdale bicycle/pedestrian facilities. Project emerged from 2020-2040 Town Center Plan, adopted in the 2022 amendment of the 2014 Transportation System Plan</b>

Project Location in the Metro Transportation Network		
Yes/No	Network	Designation
No	Motor Vehicle	2nd Street is not designated in the Motor Vehicle network
No	Transit	2nd Street is not designated in the Transit network
No	Freight	2nd Street is not designated in the Freight network
Will be	Bicycle	2nd Street is not designated yet as a bicycle facility in the Bicycle network*
Will be	Pedestrian	2nd Street is not designated yet as a bicycle facility in the Pedestrian network*

\*Note: The 2nd Street connection to the Halsey Street Pathway is a new proposed trail facility in the 2023 RTP. It will be updated in both the Bicycle and Pedestrian networks once the 2023 RTP is approved. The current Metro network maps reflect the current approved 2018 RTP.

National Highway System and Functional Classification Designations			
System	Y/N	Route	Designation
NHS Project	No	SE 2nd Street	No designation
Functional Classification	No	SE 2nd Street	No designation
Federal Aid Eligible Facility	No	SE 2nd Street	No designation

### Additional RTP Consistency Check Areas

1. Is the project designated as a Transportation Control Measure? **No.**
2. Is the project identified on the Congestion Management Process (CMP) plan? **No.**
3. Is the project included as part of the approved: UPWP? **No.**
- 3a. If yes, is an amendment required to the UPWP? **Possibly. Inclusion in the new developing SFY 2025 UPWP is assumed for the time being, but may not be required as the delivery involves project development scoping actions which is not considered "planning" under the UPWP.**
- 3b. Can the project MTIP amendment proceed before the UPWP amendment? **Yes.**
- 3c. What is the UPWP category (Master Agreement, Metro funded stand-alone, Non-Metro funded Regionally Significant)? **Non-Metro Funded Stand Alone Regionally Significant Project**
4. Applicable RTP Goals:
 

**Goal #3 - Transportation Choices:**  
Objective 3.4 Access to Active Travel Options – Increase household and job access to planned regional bike and walk networks.

**Goal #5 - Transportation Safety and Security:**  
Objective 5.1 Transportation Safety – Eliminate fatal and severe injury crashes for all modes of travel.

**Goal #9 - Equitable Transportation:**  
Objective 9.1 Transportation Equity – Eliminate disparities related to access, safety, affordability and health outcomes experienced by people of color and other historically marginalized communities.
5. Does the project require a special performance assessment evaluation as part of the MTIP amendment? **No. The project s not capacity enhancing nor does it exceed \$100 million dollars total project cost.**

### Public Notification/Opportunity to Comment Consistency Requirement

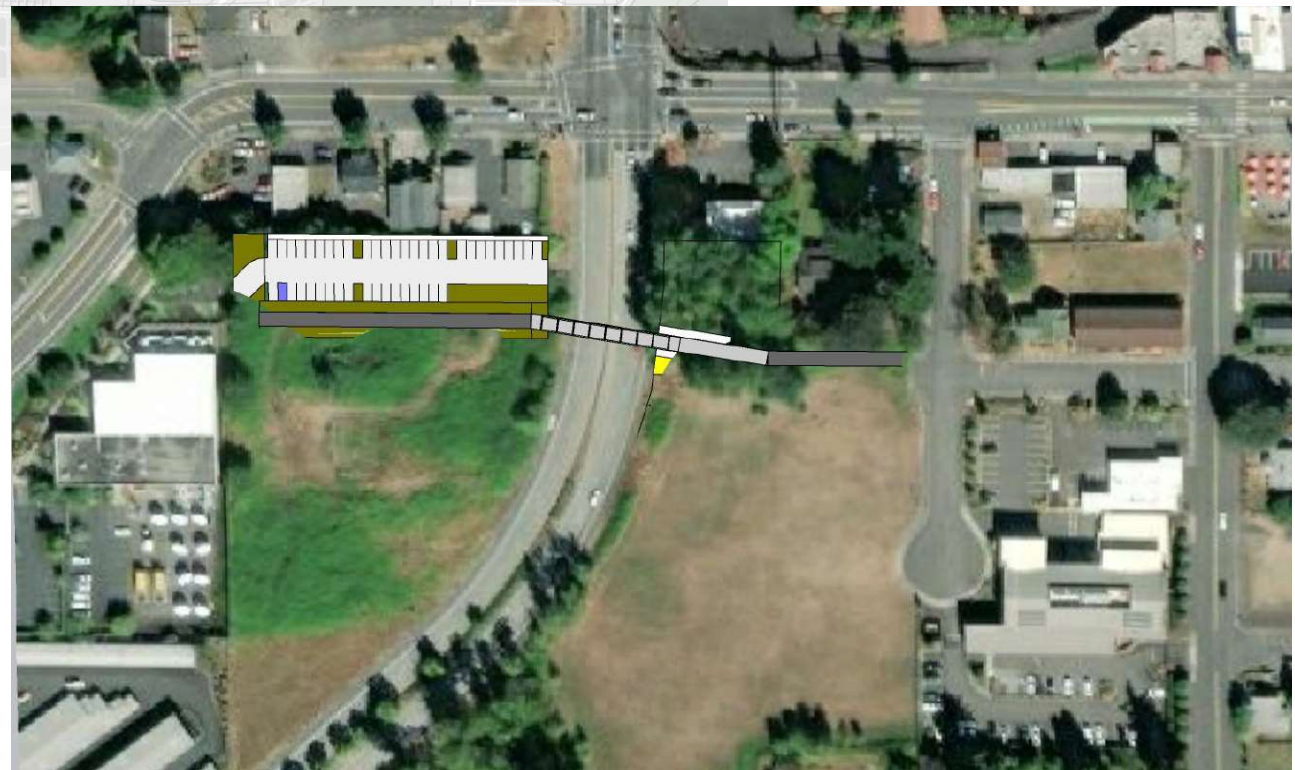
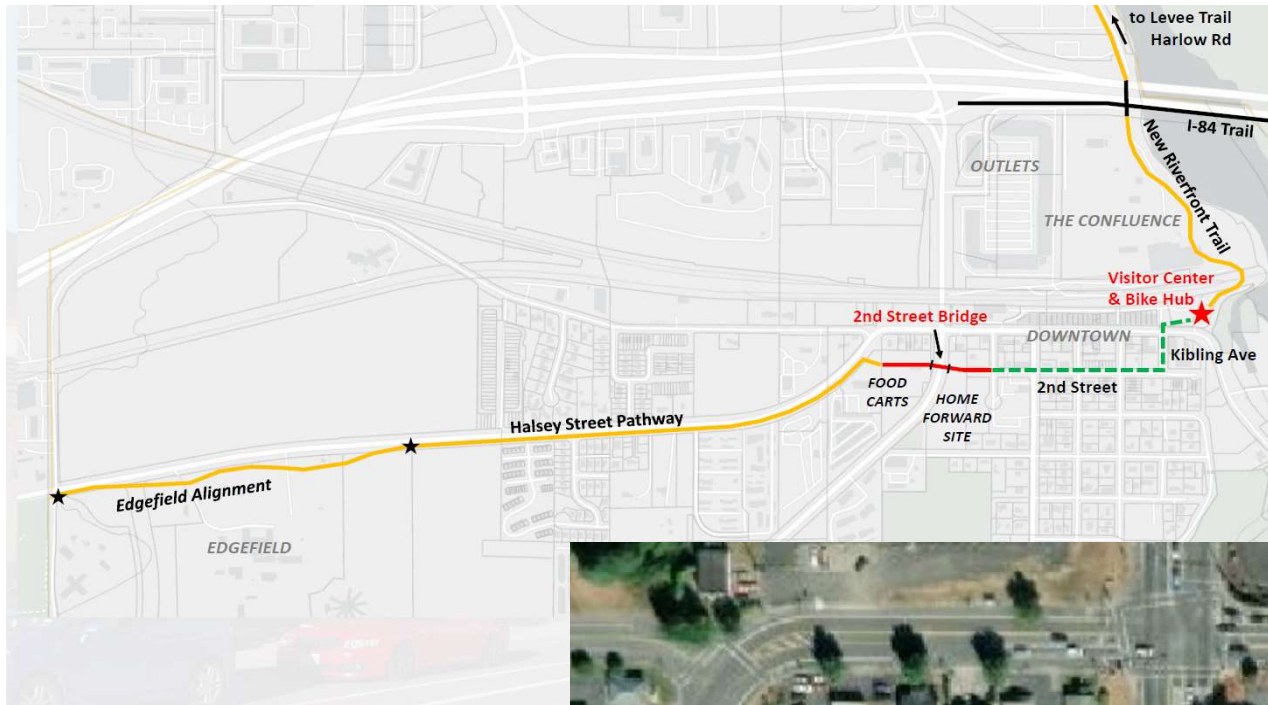
1. Is a 30-day/opportunity to comment period required as part of the amendment? **Yes.**
2. What are the start and end dates for the comment period? **Estimated to be November 28, 2023 to December 29, 2023.**
3. Was the comment period completed consistent with the Metro Public Participation Plan? **Yes.**
4. Was the comment period included on the Metro website allowing email submissions as comments? **Yes.**
5. Did the project amendment result in a significant number of comments? **Not expected.**
6. Did the comments require a comment log and submission plus review by Metro Communications staff and to Council Office? **Not expected.**

### Fund Codes References

Local	General Local funds committed by the lead agency that normally cover the minimum match requirement to the federal funds
TA	Transportation Alternatives (TA) are a federal funding source (FHWA based). TA funds are set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. TA funds are apportioned to the State DOT. A portion of the TA funds are then suballocated to the MPOs.
TA-S	TA funds that remain under ODOT's allocation and management.

### Fund Codes

Phase	Fund Code	Description	Percent of Phase	Total Amount	Federal Percent	Federal Amount	State Percent	State Amount	Local Percent	Local Amount
PL	Y300	TAP transportation alternatives program flex IIJA	100.00%	217,266.25	89.73%	194,953.00	0.00%	0.00	10.27%	22,313.25
	<b>PL Totals</b>		<b>100.00%</b>	<b>217,266.25</b>		<b>194,953.00</b>		<b>0.00</b>		<b>22,313.25</b>
	<b>Grand Totals</b>			<b>217,266.25</b>		<b>194,953.00</b>		<b>0.00</b>		<b>22,313.25</b>







Oregon Transportation Commission  
Office of the Director, MS 11  
355 Capitol St NE  
Salem, OR 97301-3871

DATE: June 28, 2023

TO: Oregon Transportation Commission

FROM:   
Kristopher W. Strickler  
Director

SUBJECT: Consent Item 04 – Oregon Community Paths Program Grant Awards for FY24-26.

**Requested Action:**

Approve the Public Transportation Division's (PTD) Oregon Community Paths (OCP) program FY24-26 grant awards for walking and biking facilities.

Federally Funded Project Refinement Grant Awards in Priority Order					
Priority	Applicant Name	Project Title	Grant Funds Requested	Cumulative Grant Funds	Recommendation
1	Benton County	Pathways for N. Benton County Communities	\$666,245	\$666,245	Fund
2	City of Troutdale	2nd Street Bridge	\$194,953	\$861,198	Fund
3	Benton County Public Works	Corvallis to Albany Multi-Use Path: North Albany Refinement Plan	\$423,974	\$1,285,173	Fund
4	City of St. Helens	St. Helens Scappoose Refinement Trail Project	\$363,407	\$1,648,579	Fund
5	Confederated Tribes of Grand Ronde Community of Oregon	Grand Ronde Multiuse Path Corridor Study	\$207,505	\$1,856,084	Fund
6	Willamalane Park & Recreation District	Springfield Northeast Critical Links	\$355,533	\$2,211,617	Fund
7	City of Salem	OR-22 Pedestrian Overcrossing	\$269,190	\$2,480,807	Fund
8	City of Tigard	SW 95th Ave Highway 217 Pedestrian/Bike Bridge Refinement Project	\$268,921	\$2,749,728	Fund
9	City of Happy Valley	Clackamas River Trail	\$258,019	\$3,007,746	Fund

# Memo



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Date: December 1, 2023  
To: JPACT and Interested Parties  
From: Ken Lobeck, Funding Programs Lead  
Subject: December FFY 2024 MTIP Formal Amendment & Resolution 23-5372 Approval Request

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## **FORMAL MTIP AMENDMENT STAFF REPORT**

### **Amendment Purpose Statement**

**FOR THE PURPOSE OF ADDING TO THE MTIP FIFTEEN NEW PROJECT AWARDS PLUS AMENDING AND CANCELING FOUR ODOT PROJECTS TO MEET FEDERAL DELIVERY REQUIREMENTS**

### **BACKGROUND**

#### **What This Is - Amendment Summary:**

The December FFY 2024 Formal Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle continues the catch-up effort to the new 2024-27 MTIP to add new projects that received federal funding awards during the past summer. The amendment bundle contains a total of nineteen projects. Fifteen projects are new MTIP submissions with four existing projects being amended for various reasons.

The four existing projects being amended include four ODOT projects. Two are being canceled. One cancellation represents a technical correction to complete a fund shift of the project funds to another project. The second cancellation results from a re-purposing of the project funds for other ODOT priorities. The remaining two project changes involve phase cancellations and limits updates.

Fifteen new federally funded projects are being added through this amendment. The fundings occurred from early summer to September when the draft 2024-27 MTIP was in lock-down completing its final reviews and approvals. Several projects required additional pre-scoping reviews to determine if the project contained sufficient delivery details to be programmed in the MTIP and STIP. A summary of the new fifteen projects includes the following:

- **Metro TSMO Program:** The formal amendment adds four new Metro funded Transportation System Management and Operations (TSMO) funded projects from the recent TSMO project funding call. The four new projects complete the needed MTIP programming actions for the TSMO call that began with the November FFY 2024 formal MTIP amendment.



- **Congressionally Directed Spending (CDS) Project Awards.** Two CDS awarded projects are included in this amendment:
  - One FFY 2023 (CDS) project award supporting Beaverton's Downtown Loop improvement project has completed sufficient pre-scoping actions to allow it to be programmed now.
  - The second project belongs to the city of Sherwood. The project, Ice Age Drive: Oregon St-SW Dahlke Ln (Tonquin), is a new connector road in the Sherwood Tonquin Employment Area.
- **RAISE Grant Project Awards.** Two RAISE grant awarded projects are being programmed. They include:
  - A CDS award is being programmed in conjunction with Beaverton's new FHWA discretionary Rebuilding American Infrastructure with Sustainability as Equity (RAISE) grant to their Downtown Loop project as a separate project. Due to different project delivery requirements, the CDS and RAISE grant awards have to be programmed as separate projects.
  - A second RAISE grant award is being programmed for Washington County for Council Creek Trail. The Council Creek Trail project also has a parallel Metro Regional Flexible Funds Allocation (RFFA) funded project in Key 23254. The RAISE grant portion has to be programmed separately from the Metro RFFA funded project as well per FHWA direction.
- **ODOT Statewide Carbon Reduction Program (CRP) Project Award:** TriMet received an ODOT Statewide CRP grant award to purchase new replacement buses. MTIP and STIP programming is moving forward now to allow the federal to be obligated and the project implemented.
- **Oregon Community Paths (OCP) Project Awards:** Six new project awards from ODOT's FFY 2022 OCP program are moving forward to be programmed in the MTIP and STIP. Several only include funding to support project development and scoping actions at this time.

**What is the requested action?**

**TPAC received their official notification on December 1, 2023 and now is providing their approval recommendation to JPACT to approve Resolution 23-5372 to add and amend the nineteen projects to the 2024-27 MTIP.**

**TPAC December 1, 2023 Meeting Summary:**

Ken Lobeck, Metro Funding Program Lead provided TPAC members with an overview of the December FFY 2024 Formal MTIP Amendment. Ken provided a short overview of the proposed amended changes to the four ODOT projects and fifteen new projects being added to the MTIP.

After providing the overview, Dyami Valentine, Washington County asked if programming changes could occur to the new Council Creek Trail project. Dyami stated there were several programming consistency areas needed correction. Ken Lobeck asked Dyami to clarify the problem areas. Dyami stated he would send Ken the problem areas. Ken stated that he will

review the requested changes and if minor they will be made as part of the amendment before it goes to Metro Council for final approval. The changes, if needed, have not yet been made to the Exhibit A MTIP Worksheet due to submittal timing requirements under the compressed processing approach and that Metro has not yet received the requested changes from Washington Council. However, assuming they will know before JPACT, a summary of the requested changes will be provided as part of the JPACT Summary Sheet to Metro Council Office.

A project overview of the nineteen projects included in the December FFY 2024 MTIP Formal Amendment bundle follows on the next pages.

### **Required Changes to Existing Projects (Projects #1 through 4)**

#### **1. Key 23107:**

- a. Lead agency: ODOT
- b. Name: **Portland Metro and Surrounding Area Safety Reserve (FFY25)**
- c. Project description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.
- d. Amended changes. **CANCEL PROJECT:**
  - The formal MTIP amendment cancels Key 23107 from the 2024-27 MTIP. The action is not really cancelation, but the completion of a fund transfer to Key 23424.
  - The Oregon Transportation Commission (OTC) authorized the fund shift back in March of 2023. The funds were shifted and applied to the Clackamas County project in Key 23424 (a non MPO located project).
  - However, the new draft 2024-27 MTIP and STIP were in lock-down and no changes then occur until both documents received their final approvals and became active again. The action to cancel Key 23107 had to wait until now.

#### **2. Key 23108:**

- a. Lead agency: ODOT
- b. Name: **Portland Metro and Surrounding Area Safety Reserve (FFY26)**
- c. Project description: Funds available for projects to respond to urgent safety concerns throughout the ODOT Region 1 area located in Clackamas, Hood River, Multnomah, and Washington counties.
- d. Amended changes. **CANCEL PROJECT:**
  - To fund ODOT's new Bicycle Pedestrian Safety Action Program, ODOT is recalling some HB2017 funds that were allocated to the Regions.
  - K23108 is one of those projects; the project will be canceled, and all of its funds will be reallocated to the HB2017 State Safety Priority Funds (SSPF) funding program to fund the new Bicycle Safety Action Program.
  - As a result, the project must be canceled from the MTIP.

#### **3. Key 21710:**

- a. Lead agency: ODOT
- b. Name: **US30: Troutdale (Sandy River) Bridge**

- c. Project Description: Repair significant bridge footing erosion to protect the structure from further damage.
  - d. Amended changes. **CANCEL PHASES:**
    - The formal amendment cancels the Other and Construction phases for the project.
    - After a formal Constructability Review, the findings confirmed that there was not a viable path forward to design and construct, given the unavoidable risks and constraints of the project.
    - ODOT will develop a monitoring plan for the bridge. Field investigation and analysis of the bridge's condition supported this approach.
4. **Key 21616:**
- a. Lead agency: ODOT
  - b. Project name:
    - Current: ~~OR99W: N Schmeer Rd – SW Meinecke Pkwy & US30B: Kerby-165<sup>th</sup>~~
    - Replaced with: **OR99W: Ross Island BR-SW Wills Ln & US30B: Kerby-165th Ave**
  - c. Project description: Upgrade signals, replace or modify signs and road markings, install lighting and bike lane conflict markings to improve safety on this section.
  - d. Amended changes. **LIMIT CHANGES:**
    - The formal amendment adjusts the project limits resulting in updates to the project name. Adjustments to some location scope upgrades also are occurring.
    - As a result, the project name is updated as shown above.
    - The project limits changes and scope updates exceeded the MTIP amendment matrix thresholds for administrative updates and triggered the need for a formal amendment.

### **New Projects Being Added to the 2024-27 MTIP (Projects 5 through 19)**

#### **Projects 5 through 8 – Discretionary Grants and Congressional Directed Spending (CDS) Awards:**

5. **Key 23530:**
- a. Lead agency: Beaverton
  - b. Project name - **Beaverton Downtown Loop: Phase 1 Demo**
  - c. Project description: Design and construct demonstration project containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2023 CDS, ID OR215)
  - d. Submission Notes:
    - FFY 2023 Congressionally Directed Spending (CDS) award (earmark)
    - One of two new Downtown Loop projects being programmed for Beaverton via this amendment.
    - The second project contains the RAISE grant portion which will fund only the PE phase.

- The CDS award and RAISE grant award have to be programmed separately due to obligation, implementation, oversight, and delivery conditions between the two funding awards.

6. **Key 23531:**

- a. Lead agency: Beaverton
- b. Project name - **Beaverton Downtown Loop: Preliminary Design**
- c. Project description: Complete preliminary design activities containing various pedestrian and street upgrades, protected bikeways, wider sidewalks, traffic signal upgrades, new bus stops, landscaping, stormwater upgrades, and roadway reconstruction (2022 RAISE grant award)
- d. Submission Notes:
  - The formal amendment adds the new FFY 2022 FHWA Rebuilding American Infrastructure with Sustainability as Equity (RAISE) project funding award to the MTIP.
  - The funding will support the completion of the Preliminary Engineering phase activities.
  - Obligation, implementation, oversight, and delivery requirements differ from the normal federal awards which FHWA determined the RAISE funded project needed to be programmed as a separate project.
  - The same action is occurring to the council Creek Trail project which contains RFFA and RAISE grant funds.

7. **Key 23549:**

- a. Lead agency: Washington County
- b. Project name - **Council Creek Trail: Douglas St-Hatfield Gov't Ctr**
- c. Project description: Complete trail segments and driveway crossings along the 6-mile Council Creek Regional Trail corridor to facilitate safe pedestrian and bicycle connections between the centers of Forest Grove, Cornelius and Hillsboro (parallel to RFFA Key 23254)
- d. Submission notes:
  - The formal MTIP amendment adds the FHWA RAISE grant awarded funds for the project to the MTIP per FHWA direction.
  - The new Council Creek Trail project has two types of awarded federal funds: (1) the RAISE grant, and (2) Metro awarded Regional Flexible Funds Allocation (RFFA).
  - Due to obligation, implementation, oversight, and delivery requirements for the RAISE funds, they are being programmed separately. Key 23254 contains the RFFA awarded funds portion.
  - This is a similar action as how the Beaverton Downtown Loop project is being programmed.

8. **Key 23524:**

- a. Lead agency: Sherwood
- b. Project name - **Ice Age Drive: SW Oregon St-SW Dahlke Ln (Tonquin)**
- c. Project description: Design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd, improve I-5 access, and support companies relocation to the Sherwood Tonquin Employment Area.

## d. Submission notes:

- The formal amendment adds the new FFY 2023 Congressionally Directed Spending (CDS) awarded project to the MTIP.
- The project will design and construct new industrial collector, Ice Age Drive between SW Oregon Street and SW Dahlke Ln to ease traffic flow on SW Tualatin-Sherwood Rd.
- The CDS award includes and fund obligation condition that the federal award must be obligated by the end of FFY 2026 (9/30/2026). The federal CDS award is being programmed in the construction phase with an obligation projection to occur by the end of FFY 2024 (9/30/2024).

**Project 9 – ODOT Statewide Carbon Reduction Program (CRP) awards:**9. **Project Key: 23552**

- a. Lead agency: TriMet
- b. Project name: **TriMet Zero Emission Buses Procurement**
- c. Project description: Purchase three full-sized, electric powered, zero emissions, fixed route, replacement buses for the TriMet fleet supporting climate GHG reduction strategies (ODOT CRP funding)
- d. Submission notes:
  - This is the first of additional Statewide CRP award projects moving forward in the Metro region.
  - OTC approval was required and occurred at their July 2023 meeting.
  - The funding will be committed for the purchase of three full-sized replacement buses.

**Projects 10 through 13: Metro Transportation Systems Management and Operations (TSMO) project awards**

The December formal MTIP amendment contains four new TSMO funded projects from Metro recent 2023 TSMO project funding call and as part of the SFY 2024 Unified Planning Work Program (UPWP). The MTIP and STIP programming began with the November FFY 2024 formal MTIP amendment.



The Metro TSMO Program represents an innovative, holistic, multimodal, and cost-effective approach to managing the region's transportation system. An effective TSMO Strategy prioritizes optimization of the existing transportation system by improving business practices and collaboration, encouraging behavior changes through travel demand management, and using technology to understand and manage how the system operates

The four new projects include the following:

10. **Key New TSMO Project – Key Number TBD:**

- a. Lead agency: Metro
- b. Project name: **TSMO Accessibility Routable Sidewalk Data Collection Region-wide**

- c. Project description: Develop TSMO accessibility and navigation tools through the collection of sidewalk accessibility data to improve mobility, address sidewalk connectivity, and identify accessibility barriers by finding the most barrier-free travel route for people with disabilities.
- d. Submission notes:
  - The new TSMO planning project will be incorporated into the Metro SFY 2025 UPWP.
  - Due to the implementation approach for the study, stand-alone programming in the MTIP and STIP is required.

11. **Key New TSMO Project – Key Number TBD:**

- a. Lead agency: Metro
- b. Project name: **Transportation Systems Management & Operations (TSMO) Program Plus**
- c. Project description: Across the Metro MPA boundary, Complete various TSMO/ITS planning activities (e.g., Planning support, operator agreement development, TSMO data research, training and communications support, etc.) to help accelerate the implementation of the 2021 TSMO Strategy to provide upgraded ITS systems management abilities supporting motorist's mobility and safety needs.
- d. Submission notes:
  - The formal amendment adds the new awarded TSMO project to the MTIP.
  - The project is an approved project from the Metro SFY 24 UPWP.
  - Due to the implementation approach for the study, stand-alone programming in the MTIP and STIP is required.

12. **Key New TSMO Project - Key Number TBD:**

- a. Lead agency: Metro
- b. Project Name: **TSMO Program Investments Evaluation & ITS Architecture Update**
- c. Project description: Complete various TSMO program update activities including the identification of next generation of signal priority projects, 2021 TSMO Strategy progress evaluation and ITS Architecture update.
- d. Submission notes:
  - The project originally was submitted as part of the November formal amendment bundle and contained an equipment procurement purchase.
  - The project was removed from the November bundle when a pre-review determined the equipment portion would create a delivery conflict with the planning elements.
  - The project was split into two projects and now retains the planning elements with the equipment portion now removed as a separate project. See next project.
  - The overall scope and funding remain unchanged.

13. **Key New TSMO Project – Key Number TBD:**

- a. Lead agency: ODOT
- b. Project name: **ITS Network Equipment Upgrade Purchase**
- c. Project description: Purchase various replacement ITS Network equipment upgrades (e.g., switches, SFP/lasers, etc.) at an estimated 11 Oregon-side locations of TSMO partner agencies to prevent system failures or becoming vulnerable to cybersecurity threats.
- d. Submission notes:
  - ODOT will deliver the project on behalf of Metro.
  - The equipment purchase supports the regional ITS/TSMO network.
  - The equipment purchase was slit off of the TSMO Program Investments Evaluation and ITS Architecture Update project to avoid delivery conflicts.

**Projects 14 through 19: New Oregon Community Paths (OCP) Project Awards**

The Oregon Community Paths grant program is dedicated to helping communities create and maintain connections through multiuse paths. The Oregon Department of Transportation will use monies from the state Multimodal Active Transportation fund and federal Transportation Alternatives Program fund for this program. Our goal is to complement existing active transportation programs in communities across the state.



Oregon Community Paths, or OCP, will fund grants for project development, construction, reconstruction, major resurfacing or other improvements of multiuse paths that improve access and safety for people walking and bicycling. Additional program details can be found at <https://www.oregon.ov/odot/programs/pages/ocp.aspx>.

The following project awards are being programmed into the MTIP and STIP as part of the December FFY 2024 Formal MTIP Amendment:

Key	Lead Agency	Project Name	Description	Federal Award
<b>23505</b>	Gresham	<b>Columbia View Park Path (Gresham)</b>	Construct an approximately 800-foot multi-use path across Columbia View Park for pedestrian and local bicycle route connectivity and school access	\$771,851
<b>23510</b>	Gresham	<b>North Gresham Park Path</b>	Construct an approximately 1,400-foot multi-use path across North Gresham Park for pedestrian and local bicycle route connectivity and school access.	\$621,749
<b>23520</b>	Happy Valley	<b>Clackamas River Trail (Happy Valley)</b>	In the city of Happy Valley between OR212/224 IC and then south to the Springwater Bridge, complete project development/refinement	\$258,019



			activities to construct a later multi-use trail (approximately 6,250 feet long) that will offer pedestrian and bicyclists improved safety with an off-street, multi-use trail with wayfinding signage and will connect with employment, residential, and recreational uses.	
<b>23509</b>	Tigard	<b>Fanno Creek Regional Trail Crossing Safety</b>	Design and construct three key roadway trail crossing safety improvements: one at Tigard Street, one at North Dakota Street, and one at SW Hall Boulevard.	\$1,000,069
<b>23519</b>	Tigard	<b>SW 95th Ave Highway 217 Ped/Bike Bridge Refine</b>	Refinement study and conceptual design for a proposed approximately 500-foot pedestrian and bicycle bridge over Highway 217 at SW 95th Avenue	\$268,921
<b>23513</b>	Troutdale	<b>2nd Street Bridge (Troutdale)</b>	Refine the scope for an approximately 700-foot bike and pedestrian bridge providing safe crossings over 257th Drive connecting downtown to the Halsey corridor and the Historic Columbia River Highway bike trail	\$194,953

## 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. They primarily are designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in their updates, changes, and/or implementation. The programming factors include ensuring that the project amendments:

- Are eligible and required to be programmed in the MTIP.
- Properly demonstrate and fiscal constraint as a result of the required changes..
- Pass the RTP consistency review which requires a confirmation that the project(s) are identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket.
- Are 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.



- Supports RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP.
- Contains applicable project scope elements that can be applied to Metro's performance requirements.
- Verified to be part of the Metro's annual Unified Planning Work Program (UPWP) for planning projects that may not be specifically identified in the RTP.
- Verified that the project location is part of the Metro regional transportation network, and is considered regionally significant, or required to be programmed in the MTIP per USDOT direction.
- Verified that the project and lead agency are eligible to receive, obligate, and expend federal funds.
- Does not violate supplemental directive guidance from FHWA/FTA's approved Amendment Matrix.
- Reviewed and evaluated to determine if Performance Measurements will or will not apply.
- Successfully complete the required 30-day Public Notification/Opportunity to Comment period.
- Meets other 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 December FFY 2024 Formal MTIP amendment (DC24-03-DEC) will include the following:

<u>Action</u>	<u>Target Date</u>
• TPAC Agenda mail-out.....	November 22, 2023
• Initiate the required 30-day public notification process.....	November 28, 2023
• TPAC notification and approval recommendation.....	December 13, 2023
• <b>JPACT approval and recommendation to Council.....</b>	<b>December 14, 2023</b>
• Completion of public notification process.....	December 29, 2023
• Metro Council approval.....	January 11, 2024

### 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.....	January 16, 2023
• USDOT clarification and final amendment approval.....	Mid-February 2024

## ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.

**2. Legal Antecedents:**

- a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 20-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)
  - b. Oregon Governor approval of the 2021-24 MTIP on September 13, 2023.
  - c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.
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 follow-on budget change will occur to the TSMO program as follows:
- a. The funding source for the newly awarded TSMO projects will be from three existing project grouping buckets (in Keys 20886, 22168, and 23209) with prior approved TSMO program funding. Funding from the buckets is being split off and combined into the new TSMO projects to cover their funding award amounts. The funding commits STBG-U from Metro prior year approved allocations.
  - b. The STBG-U funds are part of the RFFA Step 1 allocation to the TSMO program. Fund approval occurred through the TransPort Subcommittee to TPAC. The approval of the TSMO awards dates back to April 2023.
  - c. Since the funds are already prior approved by Metro through the RFFA Step 1 process, the overall action reflects a lateral move for the funds. There is no direct budget impact from the TSMO funding actions upon Metro budget.

**RECOMMENDED ACTION:****What is the requested action?**

**TPAC received their official notification on December 1, 2023 and now is providing their approval recommendation to JPACT to approve Resolution 23-5372 to add and amend the nineteen projects to the 2024-27 MTIP.**

No Attachments.

- B. Availability of Materials. Approved materials ~~must beare~~ provided to Council ~~no later than 48 hours~~one week in advance of a work session or regular meeting. When staff seek to share with Council information that is not available one week in advance, staff may provide updated materials to Council no later than three business days in advance of a work session or regular meeting.

### **PART 3 – MEETINGS OF THE METRO COUNCIL**

#### **I. Attendance**

*Metro Code 2.01.055*

Councilors are encouraged to attend all meetings of the Metro Council in-person and are permitted by Metro Code to attend virtually. To demonstrate respect for Metro staff, presenters, community members, and other Councilors, absences and virtual attendance should be communicated in advance.

- A. Notification of Absence or Virtual Participation. When practicable, Councilors are expected to provide ~~24 hours~~one business day's notice and a reason for absence or virtual participation by communicating with the Council President, Chief Operating Officer, or Council clerk. The Council President will inform the Deputy Council President of absence or virtual participation at least ~~24 hours~~one business day in advance.
- B. Expectations for Virtual Attendance. Councilors are expected to fully participate when attending meetings virtually by ensuring their cameras are on for the duration of the meeting. If a Councilor will be off camera for more a few minutes, as in the case of poor connectivity, they will notify the Council clerk of the reason for and expected length of the interruption.
- C. Lack of In-Person Quorum. To provide a more engaging and respectful environment for staff, presenters, and the public, the Council President may change the format of in-person or hybrid meetings if fewer than four Councilors will attend in-person. The Council President may use their discretion to cancel or change meetings to entirely virtual, particularly in instances when Councilor absences or virtual attendance were not communicated in advance.

#### **II. Decorum**

Councilors, staff, and attendees at public meetings will follow the directions of the Council President to maintain order and decorum and will direct discussion to the matter at hand. Meeting attendees may be removed from the chamber by the Council President or a majority of the Council present if they:

- A. Inappropriate Language. Use unreasonably loud or disruptive language, including offensive remarks or actions that are threatening or abusive.
- B. Noise. Make loud or disruptive noise, including applause.
- C. Violence. Engage in violent or distracting action.
- D. Property Damage. Willfully injure furnishings of the Council chamber.
- E. Refusal to Obey. Refuse to obey an order of the Council President or a majority of the Council present.

- F. Occupancy. Exceed the occupancy or seating capacity of the chamber or venue.

### **III. Regular Meetings**

*Metro Code 2.01.030 and 2.01.130*

The Metro Council meets in regular session Thursdays at 10:30 a.m. unless otherwise arranged. On occasion, regular meetings will be held immediately after work sessions and noticed as special meetings.

- A. Order of Business. The Council President establishes the agenda for regular meetings as follows:

1. Call to Order
2. Public Communication to the Council
3. Special Presentations
4. Consent agenda, including approval of minutes
5. Resolutions
6. Ordinances
  - a. First Readings
  - b. Second Readings
7. Orders
8. Other Business
9. Chief Operating Officer Communication
10. Councilor Communication
11. Adjourn

- B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the meeting.

- C. Councilor and Chief Operating Office Communication. To ensure Councilors and the Chief Operating Officer stay informed about issues across the agency, the presiding officer may in their discretion move Councilor and Chief Operating Officer Communication to the beginning of an agenda, particularly when communications in previous meetings have been carried over.

- ~~C.D.~~ Special Meetings. In the event that Metro Council holds a regular meeting following a work session, typically held at 10:30 a.m. on Tuesdays, the meeting will be noticed as a special meeting in accordance with Metro Code and Oregon Public Meetings Law.

- ~~D.E.~~ Additional Work Session. On occasion, Metro Council may hold a work session following adjournment of a regular meeting. These work sessions will be noticed following the typical process.

### **IV. Rules of Procedure**

*Metro Code 2.01.090*

Unless otherwise provided in Metro Code or other rules adopted by the Council, regular meetings are governed by Robert's Rules of Order, Newly Revised. The Metro Attorney is the designated parliamentarian for the Council and will provide interpretation to the Council as requested by the Council President.

- A. Roll Call Votes. Unless otherwise provided in Metro Code, the clerk will call the roll in no particular order to allow each Councilor an equal opportunity to vote first, except for the Council President, who always votes last.
- B. Motions. Councilors who intend to make a motion not included in the agenda will, to the extent possible, provide ~~24 hours'~~one business day's notice of proposed changes to the Council President and members of the Council, the Chief Operating Officer, and relevant Metro staff.

#### **IV. Public Communication**

##### *Metro Code 2.01.120*

Members of the public are encouraged to provide written and oral testimony related to both agenda items and non-agenda items. At the beginning of each Council meeting, the Council President or the clerk will describe the process for providing oral testimony.

- A. Written Testimony. The clerk shares all electronic or written testimony received ~~24 hours'~~one business day prior to a meeting with the Metro Council in advance of that meeting. Written testimony on agenda items and non-agendas may be submitted at any time.
- B. Testimony Related to Non-Agenda Items. At the beginning of each Council meeting, the Council President will offer an opportunity to provide oral testimony related to non-agenda items.
- C. Testimony Related to Agenda Items. If an agenda item does not already include a public hearing or public comment opportunity, the Council President may open testimony at the beginning of agenda items for members of the public who wish to speak. The Council President may also, in their discretion, instead open testimony for both agenda and non-agenda items at the beginning of the meeting.
- D. Public Testimony on Ordinances. A public hearing may be provided prior to the first reading of an ordinance, but it is not required by Metro Code. If the ~~Council President waives~~agenda does not include a public hearing prior to the first reading of an ordinance, individuals may testify at the beginning of the Council meeting.
- E. Providing Oral Testimony. Testifiers should consider the following guidelines when addressing the Metro Council:
  1. Testifiers will be called to speak in the order the Council President deems best.
  2. Testifiers may appear only once on each separate matter before the Council.
  3. Testifiers will be limited to three minutes of testimony, not including answers to questions from Councilors. If many people wish to testify, the Council President may limit testimony to less than three minutes. Changes to the time limit for testimony will be announced before anyone begins.
  4. Testifiers should begin by stating their name for the record but are not required nor encouraged to share their home address.
  5. Testifiers do not need to formally address the Council President and Councilors before beginning their testimony.
  6. Testifiers shall avoid providing repetitive or unrelated testimony.

EXHIBIT A  
GENERAL RULES OF PROCEDURE FOR THE METRO COUNCIL

To conduct Council business in an orderly and expeditious manner the following general rules of procedure are established:

1. All meetings of the Metro Council shall be noticed and held in accordance with Oregon Public Meetings Law (ORS 192.610-192.710). Meetings will be held in open session, except for those that may be closed for purposes specified by law. Cancellations of any open meeting will be noticed twenty-four (24) hours in advance.
2. The Council President shall act as presiding officer at all open sessions. The presiding officer shall conduct all meetings, preserve order and enforce the rules of the Council. In the absence of the Council President, the Deputy Council President shall preside. In the absence of both the Council President and Deputy Council President, the Council President shall appoint a Councilor to preside. If the Council President is unable to appoint in his/her absence, the Council shall amongst themselves designate a temporary presiding officer.
3. Order and decorum shall be preserved during all public meetings. Councilors will direct discussion to the matter at hand and attendees, including staff present, will abide by the directions of the presiding officer. At the direction of the presiding officer, or by a majority of the Council present, the Council may remove anyone from the Council Chamber for the duration of the meeting if the following conduct is observed:
  - I. Use of unreasonably loud or disruptive language, including personal, offensive or slanderous remarks, or actions that are boisterous, threatening or personally abusive.
  - II. Making of loud or disruptive noise, including applause.
  - III. Engaging in violent or distracting action.
  - IV. Willful injury of furnishings or of the interior of the Council Chamber.
  - V. Refusal to obey the rules of conduct provided herein, including the limitations on occupancy and seating capacity.
  - VI. Refusal to obey an order of the presiding officer or an order issued by a Councilor which has been approved by a majority of the Council present.
4. Councilors shall inform the Council President and Chief Operating Officer if they are unable to attend any open meeting of the Council. The Council President shall inform the Deputy Council President and Chief Operating Officer regarding any absence by the Council President. If unavailable to attend in person, members of the Council may participate in an open meeting via electronic communication, where not prohibited by superseding law or statute. A majority of the Council must be physically present at any special or regular meeting for a quorum to exist.
5. In the case of an emergency, an emergency meeting may be called by the Council President or by consent of all available Councilors, upon such notice as is appropriate to the circumstances. The minutes of the emergency meeting shall describe the emergency justifying less than 24 hours notice, and Metro staff shall attempt to contact the media and other interested persons to inform them of the meeting. Councilors are responsible to inform staff of how they may be reached when out of town. An emergency meeting may be conducted by electronic means so long as the meeting is held consistent with Oregon Public Meetings Law.

6. As provided in Section 2.01.001(b) of the Metro Code, a majority of the members of the Metro Council holding office constitutes a quorum.
7. The Metro Council will meet in regular session every Thursday, beginning at 2:00 p.m. unless otherwise arranged.
8. The Metro Council will meet in work session, conducted on an as-needed basis, on Tuesdays, beginning at 2:00 p.m., unless otherwise arranged.
9. The Metro Attorney is designated as parliamentarian for the Council. Questions of parliamentary rules may be referred to the Metro Attorney, or his/her designee, through the presiding officer for interpretation.
10. Except as otherwise provided in Metro Code, or rules adopted by the Council, all business meetings of the Council shall be governed by Robert's Rules of Order, newly revised.
11. All Councilors have a right to debate each matter brought before the Council. There shall be a question before the Council prior to debate on any matter. On each matter brought before the Council for a decision, the presiding officer shall ask for a motion on the matter which must be seconded for it to be a proper question.
12. A Councilor speaking on a motion shall confine his or her remarks to the matter under consideration by the Council and shall avoid repetition and unrelated comment.
13. A Councilor may speak once for up to five (5) minutes on each main motion and substantive amendment to a main motion before the Council. A Councilor may speak more than the allotted time with unanimous consent of the Council or with consent of the presiding officer. A member may be permitted to speak a second time to clear up a matter of fact, to explain a point misunderstood, to clear up a question that has arisen in the debate, or to explain a vote on a motion. A Councilor may be recognized by the presiding officer to question any person appearing before the Council. When a Councilor has been recognized he or she is considered to have the floor and need not be recognized for each subsequent question until he or she is finished with the questioning.
14. The Councilor who moves a matter before the Council is entitled to close the debate after other Councilors wishing to speak have spoken. The closing comments shall be limited to three (3) minutes unless extended by unanimous consent of the Council or with consent of the presiding officer.
15. The affirmative action of four (4) or more Council members shall be necessary to decide any question before the Council, where not otherwise indicated. The Chief Operating Officer, or his/her designee, shall call the roll, and the order of voting shall be rotated on each question such that each Councilor, excluding the presiding officer, has an equal opportunity to vote first. In all instances, the presiding officer shall vote last.
16. The Council shall review these rules at least once every four (4) years. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by two-thirds of the Council. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

**EXHIBIT B**  
**RULES OF PROCEDURE RELATING TO COMMUNICATIONS FROM THE PUBLIC**

The Council shall encourage the appearance of members of the public both for matters on the agenda and not on the agenda. To facilitate the orderly transaction of business, the following procedures shall apply for matters other than those in which the Metro Council is acting in a quasi-judicial capacity:

1. At the beginning of each Council meeting and periodically during the meeting, the presiding officer shall announce that public testimony is allowed on matters before the Council and shall instruct members of the public to fill out sign-up cards and submit them to the Chief Operating Officer, or his/her designee. The sign-up card shall indicate the name and address of the person to testify, the agenda item on which the person wishes to speak and whether the person is speaking in favor or against the matter before the Council.
2. A member of the public may appear only once on each separate matter before the Council and shall be limited to three (3) minutes of testimony, exclusive of answers to questions from Councilors. A member of the public may speak more than once and longer than the three (3) minutes with unanimous consent of the Council or with consent of the presiding officer. On items for which there is a significant number of members of the public present to testify, in order to conduct Council business in an orderly and expeditious manner, the presiding officer retains the right to limit individual testimony to less than three (3) minutes. Any such limit to testimony shall be prescribed before any testimony is heard on the matter at hand and shall apply to all individuals testifying.
3. On matters before the Council on which a decision is to be made, the presiding officer shall call persons to testify in whichever order he or she determines is best. The presiding officer shall request members of the public to avoid providing repetitive and unrelated testimony.
4. The presiding officer shall inform members of the public to address the Council from the rostrum or table after first gaining recognition of the presiding officer and stating his or her name for the record.



EXHIBIT C  
RULES OF PROCEDURE FOR CONSIDERATION OF ORDINANCES AND RESOLUTIONS

1. Introduction: An ordinance or resolution may be introduced by the Council, a Councilor or Councilors, the Auditor, or the Chief Operating Officer with the concurrence of the Council President. The Chief Operating Officer may introduce legislation on behalf of Metro departments or committees. Each ordinance or resolution shall designate the person or persons, introducing the ordinance or resolution.
2. Filing: All legislation shall be filed with the Chief Operating Officer or his/her designee, who shall assign numbers and approve titles for all proposed ordinances or resolutions. The Council President may establish requirements for filing supporting materials with ordinances and resolutions to assist the Council in deliberating on matters brought before it. A proposed ordinance shall be filed at least ten (10) days prior to the next regular Council meeting for which it is requested to be considered for first reading. A proposed resolution shall be filed at least ten (10) days prior to consideration by the Council. The Council President may waive filing deadlines.
3. Placement on Agenda: An ordinance or resolution filed pursuant to Section Two of this Exhibit and in proper form (including all required supporting materials) shall be 1) in the case of an ordinance, placed on the next available Council agenda for first reading; or, 2) in the case of a resolution, filed with the Chief Operating Officer or his/her designee and placed on a Council agenda at the discretion of the Council President. The Chief Operating Officer or his/her designee shall notify Councilors and the Chief Operating Officer on a weekly basis of the status of placement of ordinances and resolutions on the agenda.

EXHIBIT D  
RULES ESTABLISHING THE GENERAL ORDER OF  
BUSINESS FOR COUNCIL WORK SESSIONS

1. The primary purpose of Council work sessions is to provide the Council the opportunity to receive and consider information on issues of interest to the Council in a public meeting. In addition to discussing issues, receiving briefings and status reports, etc., the Council may discuss and vote on matters that have been filed for its consideration and which otherwise comply with Oregon law and Metro ordinances and rules.
2. The general order of business for Council work sessions will be as follows:
  - I. Call to Order
  - II. Chief Operating Officer Communications
  - III. Items for Council Consideration
  - IV. Councilor Communications
3. The Council President shall set the agenda for the work sessions from items requested by a Councilor or Councilors, the Auditor, or the Chief Operating Officer. The Council President has the authority to determine whether and when to schedule an item for a work session.
4. Requests for an item to be included on a work session agenda and materials to be included in the agenda packet for a work session shall be filed with the Chief Operating Officer, or his/her designee, at least eleven (11) business days prior to the work session, with final materials prepared and submitted seven (7) business days prior; a Councilor, however, may request at a work session that an item be included on the agenda for the following week's work session. The Council President may waive the filing deadline.

IN CONSIDERATION OF RESOLUTION NO. 24-5379, FOR THE PURPOSE OF ADOPTING  
REVISED COUNCIL PROCEDURES

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Date: December 29, 2023  
Department: Council Office  
Meeting Date: January 11, 2024

Prepared by: Anne Buzzini  
Presenters: Anne Buzzini (she/her),  
Metro; Ina Zucker (she/her), Metro

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## ISSUE STATEMENT

Council procedures are a set of guidelines that reflect current Metro Council operations and expectations. A shared understanding of these operations and expectations supports efficient and consistent meetings, delineates policymaking roles from operational roles, promotes a culture of respect amongst Councilors and with Metro staff, and provides clear instructions to members of the public seeking to offer testimony.

At a November 2023 work session, Council provided feedback to staff to make minor adjustments to a discussion draft of updated Council procedures prior to adoption in early 2024. That feedback is incorporated into revised Council procedures attached to the resolution as Exhibit A. Additionally, a redlined version of those incorporated changes is included for reference as Attachment 1 in this packet.

Prior to this update, the most recent Council procedures were adopted in 2013 (Attachment 2). As a best practice, Council procedures should be reviewed and updated regularly to ensure they are understood by all Councilors and to reflect changes in practices.

Today's resolution, if adopted, will update the 2013 procedures to describe existing Metro Council procedures more plainly and concisely, so that expectations for Councilors, staff, and the public are more easily understood. Technical updates to the procedures reflect current practices, such as the use of virtual meetings and adjusted timelines for submitting meeting materials.

Staff circulated draft updates to the Council procedures in the summer of 2023 and received feedback from several Councilors and staff. Newly proposed additions to the procedures seek to capture that feedback and are intended to foster respectful relationships among Councilors and with Metro staff. The new proposals ask that Councilors communicate in advance any virtual attendance, absence, or proposed changes to legislation and that staff comply with updated requirements for submitting materials. The proposals include the following commitments and expectations:

- Councilors will typically receive materials one week prior to meetings and will receive timely updates to those materials at least three business days prior to meetings

- Councilors will notify the Council President at least one business day in advance of their absence or virtual attendance, with a reason for the absence or virtual attendance
- The Council President has discretion to cancel meetings or change in-person or hybrid meetings to virtual, if fewer than four Councilors will be present in-person, particularly when absences or virtual attendance are not communicated in advance
- Councilors will notify the Council President one business day prior to a meeting if they intend to object to an item on the consent agenda or make an unanticipated motion on a matter
- Councilors attending a meeting virtually will keep their cameras on for the entire meeting

### **ACTION REQUESTED**

Staff seeks adoption of the resolution to update Council procedures.

### **IDENTIFIED POLICY OUTCOMES**

Updated Council procedures that reflect current practices provide clear guidance to the Metro Council, Metro staff, and the public. Furthermore, review and consideration of Council procedures provides an open forum for the Council to discuss and debate their preferred expectations. In ultimately adopting updated Council procedures, Council will renew this social contract.

### **POLICY QUESTION(S)**

- Do the proposed changes to the Council procedures reflect your expectations and values?
- Are there additional expectations or practices that should be added to the procedures? Does the Council have any additional changes such that the updated procedures are not ready for adoption?

### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Metro Code 2.01 directs the Metro Council to adopt a resolution(s) that establishes additional Council procedures<sup>i</sup>. To comply with code requirements, Council may:

1. Adopt changes to the procedures that reflect current practices and additional expectations for attendance and communication, as described above.
2. Adopt only changes to the procedures that reflect current practice (e.g., meeting times), but not additional expectations.

If Council does not adopt procedures by resolution, the procedure will default to *Robert's Rules of Order, Newly Revised*. The existing 2013 Council procedures do not reflect current practice.

## STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

Metro Code 2.01, *Council Organization and Procedures*, provides detailed information about the roles of the Council, the Council President, and the Chief Operating Officer. The code also describes some, but not all, aspects of Council administration. The code requires specific procedures be established by resolution (see footnote).

Procedural matters not addressed by Metro Code or Council procedures are governed by Robert's Rules of Order, Newly Revised, which are available to the public for free.

### Legal Antecedents

Resolution No. 13-4447; Metro Code, 2.01, *Council Organization and Procedures*; Oregon Public Meetings Law, ORS 192.610-192.710

### Anticipated Effects

Provide clarity to Councilors, staff, and the public about the procedures that govern Council meetings and work sessions.

## BACKGROUND

Metro Code 2.01, *Council Organization and Procedures*, details the legal requirements for conducting Council business and obligates Council to adopt a resolution that establishes additional Council procedures, including public testimony, debate, and the introduction and consideration of ordinances and resolutions.

The Council Procedures were last formally updated in 2013 as Resolution 13-4447. In 2020, Metro Council President issued a memo providing direction to staff about the procedures that govern Council business but that memo was not adopted by resolution.

## ATTACHMENTS

- Is legislation required for Council action? X Yes   ☐ No
- If yes, is draft legislation attached? X Yes   ☐ No
- What other materials are you presenting today?
  - Attachment 1: Redlined draft of updated procedures
  - Attachment 2: 2013 Council Procedures

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<sup>i</sup> Rules for placing items on the consent agenda (Metro Code 2.01.130(c))

Introduction and consideration of ordinances and resolutions (Metro Code 2.01.070(c) and (Metro Code 2.01.080(d))

General order of business for meetings (Metro Code 2.01.130(a))

Rules governing work sessions (Metro Code 2.01.035)

Rules governing conduct of debate (Metro Code 2.010.090(e))

Rules and procedures for communications from the public (Metro Code 2.01.120)

EXHIBIT E  
RULES ESTABLISHING THE GENERAL ORDER OF  
BUSINESS FOR COUNCIL MEETINGS

1. The general order of business for regular Council meetings shall be as follows:
  - I. Call to Order
  - II. Citizen Communications to the Council
  - III. Special Presentations
  - IV. Consent Agenda
  - V. Approval of Minutes
  - VI. Ordinances
    - a. First Readings
    - b. Second Readings
  - VII. Orders
  - VIII. Resolutions
  - IX. Other Business
  - X. Chief Operating Officer Communications
  - XI. Councilor Communications
  - XII. Adjourn
2. The Council President shall follow the above general order of business in preparing regular Council meeting agendas.
3. The Council President may change the order of business in preparing a regular Council meeting to meet special circumstances and shall notify the Council of such change in the general order of business at the beginning of the Council meeting.

EXHIBIT F  
RULES OF PROCEDURE AND CRITERIA FOR THE CONSENT AGENDA

The following criteria and procedures shall apply to the Consent Agenda:

1. Agenda items may be placed on the Consent Agenda at the discretion of the Council President, subject to the requirements of this section. The party filing an item for Council consideration may request that it be placed on the Consent Agenda if no public hearing before the Council is required by law or Metro ordinance.
2. A Consent Agenda may only be presented at a regular Council meeting and shall be included as part of the regular meeting agenda.
3. The Council President shall have final approval of which items shall be placed on the Consent Agenda.
4. If a Councilor objects to any item on the Consent Agenda, that item shall be removed from the Consent Agenda and placed on the regular agenda of the Council at a time or place to be determined by the Council President.

EXHIBIT G  
RULES OF PROCEDURE FOR COUNCIL LIAISONS

1. To facilitate the exchange of information and provide Council policy direction, the Council President may assign a councilor or councilors to liaise with an advisory committee, internal or external project, or other body. A Council liaison creates an effective communication link between a committee or project and the Metro Council and, if needed, provides recurring policy guidance in line with a policy position the Council has taken. Liaison assignments reflect a division of labor among members of the Council, as Councilors' time is limited.
2. Liaisons shall be assigned to committees or roles required by the Metro Charter, Code, ordinance or other legal agreement. For these assignments, the Council President shall appoint these liaisons subject to confirmation by a majority vote of the Council. Liaison appointments not required by law or Metro ordinance do not require confirmation by the Council.
3. The Council President shall manage a process by which Council liaisons periodically report to the Council on significant and important activities of each committee or project to which they have been assigned. Liaisons may request staff assistance through the Chief Operating Officer to accomplish this reporting responsibility.
4. Council liaisons are expected to represent the Metro Council. Where the Council has voted or indicated a policy direction, the liaison is expected to represent that position. If the Council's official position is unknown or unclear, the liaison may request that the item be placed on a Council work session agenda.



**EXHIBIT H**  
**RULES OF PROCEDURE RELATED TO COUNCIL COMMUNICATION WITH STAFF**

The Council shall respect and support the day-to-day work of operational departments by:

1. Attempting to work together with the staff as a team in a spirit of mutual confidence and support.
2. Limiting inquiries and requests for information from staff to those questions that may be answered readily or with only the most minimal of research. Questions of a more complex nature should be addressed in a manner consistent with the Council Policy Development document.
3. Limiting individual contacts with staff so as not to influence staff decisions or recommendations, to interfere with their work performance, to affect the authority of supervisors or to prevent the full Council from having the benefit of any information received.
4. Respecting roles and responsibilities of staff when and if expressing criticism in a public meeting or through public electronic mail messages.

- F. In-Person Testimony. Those testifying in person must fill out a testimony form and return it to the clerk prior to the start of the meeting. When called, testifiers should use the seat provided for public testimony.
- G. Virtual Testimony. The Council President or clerk will provide instructions to those testifying virtually, based on the technology used to participate.

## **V. Work Sessions**

*Metro Code 2.01.035 and 2.01.040*

The Metro Council meets in work session on Tuesdays at 10:30 a.m. unless otherwise arranged. On occasion, work sessions may be held after a regular meeting.

- A. Order of Business.
  - 1. Call to Order
  - 2. Items for Council Consideration
  - 3. Chief Operating Officer Communications
  - 4. Councilor Communications
  - 5. Adjourn
- B. Changes to the Order of Business. The Council President may change the order of business in special circumstances and, if so, will notify the Council at the beginning of the work session.
- C. Councilor and Chief Operating Officer Communication. To ensure Councilors and the Chief Operating Officer stay informed about issues across the agency, the presiding officer may in their discretion move Councilor and Chief Operating Officer Communication to the beginning of an agenda, particularly when communications in previous meetings have been carried over.

## **PART 5 – REVIEW OF COUNCIL PROCEDURES**

The Council will review these rules each calendar year following an election for Metro Council President. Council rules are not intended to replace or supersede any applicable federal or state laws or regulations, Metro ordinances or policies, or provisions of the Metro Charter or Code. These rules may be suspended upon an affirmative vote by five Councilors. Suspension of the rules does not suspend rules of procedure codified in the Metro Charter or Code.

- F. In-Person Testimony. Those testifying in person must fill out a testimony form and return it to the clerk prior to the start of the meeting. When called, testifiers should use the seat provided for public testimony.
- G. Virtual Testimony. The Council President or clerk will provide instructions to those testifying virtually, based on the technology used to participate.

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  - 1. Call to Order
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- C. Councilor and Chief Operating Officer Communication. To ensure Councilors and the Chief Operating Officer stay informed about issues across the agency, the presiding officer may in their discretion move Councilor and Chief Operating Officer Communication to the beginning of an agenda, particularly when communications in previous meetings have been carried over.

## **PART 5 – REVIEW OF COUNCIL PROCEDURES**

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Consideration of the November 30, 2023  
Council Meeting Minutes  
***Minutes***

Metro Council Meeting  
Thursday, January 18, 2024

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, November 30, 2023**

**10:30 AM**

**Metro Regional Center, Council chamber,  
<https://www.youtube.com/watch?v=2rrvhtWVGQ>,  
<https://zoom.us/j/615079992>, or 877-853-5257 (toll free) (Webinar  
ID: 615079992)**

**Council meeting**

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

Council President Peterson called the Metro Council Meeting to order at 10:31 a.m.

**Present:** 7 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Mary Nolan, Councilor Gerritt Rosenthal, Councilor Duncan Hwang, and Councilor Ashton Simpson

**2. Public Communication**

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

There were none.

**3. Ordinances (Second Reading)**

- 3.1 **Ordinance No. 23-1496**, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan

Attachments: [Ordinance 23-1496](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Exhibit C](#)  
[Exhibit C.2](#)  
[Exhibit D](#)  
[Staff Report](#)

**4. Resolutions**

- 4.1 Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy

Attachments: [Resolution 23-5348](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Staff Report](#)

Council President Peterson introduced Kim Ellis, RTP Project Manager, Metro, and Catherine Ciarlo, Planning and Development Director, Metro to present on Ordinance No. 23-1496 For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan. She also introduced Ally Holmqvist, Metro and Catherine Ciarlo, Metro to present on Resolution No. 5348 For the Purpose of Adopting the 2023 Regional High-Capacity Transit Strategy, to be discussed alongside Ordinance 23-1496.

Staff pulled up the Ordinance No. 23-1496 PowerPoint to present to Council.

Presentation Summary:

Presenters noted that the Regional Transportation Plan (RTP) sets the course for moving the region, identifies travel needs and solutions, and establishes priorities for federal, state, and regional funding. They shared the updated vision, goals, and policies for the future. They shared the timeline for the 2023 RTP update. Presenters also noted that there are many different interests regarding this update, and they tried their best to meet everyone's needs. Presenters shared how the RTP decision was informed and shared that it delivers many benefits to households and businesses across the region. Presenters shared that this plan sets the foundation for future work, investment, and collaboration. They highlighted recommendations that they are addressing and shared that this work was a team effort.

Staff pulled up the Resolution No. 23-5348 PowerPoint to present to Council.

Presentation Summary:

Presenters shared that the goal of this resolution is to create a stronger transit background, and that this resolution coordinated with the 2023 RTP update. They shared the

timeline and the partners they worked close with on this resolution. They shared how they are responding to community priorities, and how they are expanding the role of high-capacity transit. They added that the defining features for the High-Capacity Transit goals are that it will be frequent, direct, provide a comfortable waiting environment, serve places with a mix of and many destinations, runs for most of the day, is fast and reliable, moves lots of people, and has its own track or bus lane. Presenters distinguished modes in the spectrum, and shared that they are realizing the vision they have through shared action. They shared what phase they are in for this strategy, which is the review and adoption period. Presenters also identified next steps.

#### 4.1.1 Public Comment Opportunity for Ordinance No 23-1496 and Resolution No. 23-5348

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 23-1496, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan, as well as anyone wishing to testify on Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy.

##### *Testimony:*

Diane Meisenhetta, Portland, Extinction Rebellion, noted that the RTP does not center climate change. They added that the budgets are alarming, as they do not invest in transportation efforts as much as they did in the previous RTP. Meisenhetta added that this plan does not meet climate or emission goals. Meisenhetta added that they do not believe that safety targets and jobs are being prioritized.

Jennifer Crawl thanked Metro for what they do, and noted that as a scientist, they know that climate change is an emergency and the RTP does not address it enough. Crawl



added that highway investments may not improve safety for others, and urged the Council to take bold action because their children's lives depend on it.

Mark Garienzo stated that fossil fuels and CO2 emissions are hurting the earth, and the RTP plan does not address the climate issues as they need to. Mark urged that the heat dome in 2020 was much more likely to occur because of climate change. Mark Garienzo noted that the number of low emission vehicles on the road is decreasing, so the plan is not benefitting the climate in the way it should.

Lynn Handlin, Extinction Rebellion, stated that the RTP fails for climate, safety, and transit. Handlin suggested that they should cancel the freeway expansion, and noted that there is not enough safety benefits embedded in this plan. Handlin added that they need more trees, and the I-5 expansion will hurt the climate.

Ben Stephenson, Portland, noted that while initially encouraged with this plan, the climate, safety, and mobility efforts on the RTP are not adequate. Stevenson read quotes from the RTP plan and shared that the plan does not come close to the goals of climate, safety, and mobility. Stevenson stated that they should not approve this plan.

Joe Cortright stated that climate change is getting worse, and they are going in the wrong direction for green house gas emissions. He noted that they are not taking the right steps to address climate change. He added that there is a contradiction for how much they will be using transportation, with some sections alluding that it will stay the same, while in other sections it says that it will increase.

John Giacoppe, Portland, Democratic Socialists of America, stated that the RTP has a lot of contradictory answers, and noted that there is an absence of regulations. Giacoppe

stated that children are dying because no one is regulating expansion. He stated that there is negative progress on transportation and stated that it should not be approved. He stated that they need a regulator in the climate space.

Aaron Kuehn, Portland, Bike Loud, stated that the RTP is not meeting the goals for equity, climate, and safety. Kuehn noted that the process of the plan's implementation is not an adequate amount of time for the public to be able to review the plan, requesting that there be a change in this process.

Harlan Shober, Portland, Extinction Rebellion, agreed with the previous speakers and noted that Metro is not doing the right thing with the RTP. Shober stated that they need all hands on deck for climate change, and the targets are not being hit.

Jacob Apenes, Portland, Sunrise PDX, stated that the RTP does not meet the goals for people who do not drive. Apenes added that the projects should meet the needs of the people. Apenes noted that they work as a canvasser, and some people want more biking infrastructure.

Rebecca Dempsey, reading for Abby Griffith, Portland, Bus Riders Unite, stated that they need to improve public transit and they should halt road expansion efforts and expand transportation. They added that they are in dire need of an enhanced transit system, and that the decision makers should center transit needs.

Art Lewellan, Portland, stated that he thinks the RTP is dangerous, and there are traffic hazards in these projects. Lewellan also shared he was not satisfied with the RTP process.

Madeleine Lyn, Portland, Democratic Socialists of America, noted that their car got hit when they moved to Portland, so they sold their car and decided to bike everywhere. Lyn added that the public transit is not well done and the freeway construction is overpowering the green spaces that they see. Lyn stated that the plan should be voted down.

Indi Namkoong, Portland, Verde, stated that the RTP should be approved and that there are many elements that they should celebrate. Namkoong stated that there is honesty and respect in this plan. Namkoong noted that they share the concerns of the testifiers who are against the implementation of the RTP, but noted that they have a better shot of reaching their goals with this plan in place.

Brett Morgan, Hillsboro, 1000 Friends of Oregon, stated that he is in favor of the RTP and noted that this plan connects to many other areas of land use. Morgan added that the RTP is not perfect, but that it is a good start.

Sarah Innarone, The Street Trust, noted that the mobility policy is something that should be celebrated. Innarone noted that Metro staff engaged with the community in huge ways and that they lifted up equity in the RTP. Innarone stated that she is in support of the RTP.

Laura Feldman, Portland, stated that she breathes toxic air and that the air is too toxic to ride or walk. Feldman stated that there is a climate crisis, and they are in need of leadership to combat climate change. They stated that the RTP should not be approved.

There being no further people requesting to testify, Council President Peterson closed the public testimony section of

these agenda items.

*Council Discussion*

Council President Peterson asked the presenters if the RTP complies with State law.

Roger Alfred, Metro Attorney, responded that they have reviewed it thoroughly and the RTP does comply with State law, and that there will be reviews ongoing to ensure this compliance.

Council President Peterson asked what the next steps will be that the region has set in place for the RTP.

Catherine Ciarlo noted that there are processes of accountability that are already in the draft. She added that the plan is a menu rather than a funded plan, and the regional funding will skew towards biking, transit, and safety projects. Ciarlo stated that the projects will be run through a strong equity and climate scan. Ciarlo noted that there are several accountability measures built in. Ciarlo stated that for mobility plans, for the first time, these plans add equity, inclusion, and accessibility into the equation for transportation, and they will be applying those goals into the projects.

Councilor Rosenthal asked if they rejected the RTP, what the time restraints be for doing so.

Ellis responded that it would be sent back to JPACT, and the Federal transportation dollars would be taken away because the previous plan would be expired, and projects would not be able to continue.

Councilor Rosenthal followed up, asking if Metro Council

would have to give recommendations to send back to JPACT, questioning whether there is a process that would need a lot of deliberation.

Ellis responded that yes, Council would need to share what they need to be changed and they would need to have Metro work to do a revised plan, as well as hold another 45-day public response period.

Councilor Rosenthal asked about if this would be a multi-month process.

Ciarlo responded that yes, there would need to be a process of realignment involved in this if it were to be rejected and that JPACT would have to agree to those changes.

Councilor Lewis noted the way that the value of the dollars in the plans have been relayed in comparison to the 2018 plan. She asked if they could define how the dollars look different.

Kim Ellis noted the doubling of investment in certain parts of the plan and a reduction in other parts of the plan are in year of expenditure dollars and it is already accounting for inflation. Ellis added that it is not an apples-to-apples comparison. Ellis added that for this plan, there is a division of investment in different parts of the system with one exception which is transit in capital. She added that for transit in capital, there was not a match of transit match federally, and that is less than what they invested in 2018 and that is part of the action to provide that local match to then be eligible to be given local funds.

Councilor Lewis added that the loss of the ability to supply local funds for projects would be a great loss for the

community.

Councilor Gonzalez thanked the testifiers and asked Ciarlo about the sweeping mobility changes and the pricing program. Councilor Gonzalez asked if, with these changes of the timeline from implementation, the comprehensive plans, and others, what the level of impact this will have on our system and what it will mean for the region.

Ciarlo noted that they received comments and requests from many parties, and they took that feedback and included it in chapter 8. Ciarlo added that because of the number of comments, they are hoping to bring those comments back to implement, but they will not all be done by January.

Ellis added that in terms of moving forward for project work, they will be looking at how they are evaluating projects, and they will make changes in the next RTP. She noted that they expect to begin that in the next year. Ellis noted that for the next regional flexible fund allocation process and transportation improvement update, that will begin in January. Ellis addressed the climate analysis, noting that there are very specific recommendations to update the analysis to reflect where the fleet and technology is today. Elli stated that they are very committed to do the documentation to bring the greenhouse gas emission reports as part of their reporting process. Ellis stated that they will also be preparing a monitoring report, and there is a budget amendment to support that climate monitoring. Ellis remarked that there is no perfect tool for doing the climate analysis, and there are new federal rules that want to measure what the state is doing. She noted that they will update tools for forecasting the future and work with local partners as they are working to update their plans and work

with the new state rules. Ellis added that they will be working with cities to bring in the RTP and they will need to amend RTP functional plan, which will change new mobility policy. She noted that this work will provide more direction and they will provide technical support to cities and counties as they are embarking that work and that will begin in the new year.

Councilor Gonzalez asked how revenue is impacting the cities and county's ability to impact at a plan level.

Ciarlo added that the RTP is a menu of options that local jurisdictional partners have chosen to move forward if they can find money. Ciarlo noted that it is local funding that they rely on to fund safety projects, to fund high capacity transit and station transit that makes taking the bus more accessible. She acknowledged that the local funding match is crucially important for them as leaders and as folks living in the region, because without that local funding match, it is hard to achieve the outcomes they want to achieve.

Councilor Hwang asked what it means to have a regional regulator, asking if there examples of that in other parts of the country. He further asked who their regulatory members are, and further asked if they can cross out certain projects that may not fit in their values while still passing the RTP. Councilor Hwang also questioned what they could have done differently.

Ciarlo responded that the Metropolitan Planning Org (MPO) is split between the Council and JPACT, which causes tension. Ciarlo noted that meeting at shared values becomes important because the stakeholders have different needs.

Alfred added that this is an unusual situation where the

decision must be adopted jointly by the MPO (Metro Council and JPACT) and those parties have to agree. Alfred noted that the hard decisions and compromises that Councilor Gonzalez mentioned is accurate, and if there is a veto, a consensus would have to be made between all parties. Alfred noted that the way this process is set up, it is a delicate agreement.

Councilor Hwang asked if they cannot vote yes, but request that certain things be taken out.

Rodger responded that no, that is not possible, because it would have to go to JPACT to start over.

Ellis stated that they go through a scoping process for each update and that they will start scoping for the next update. Ellis added that they knew in May that they needed to have the updated plan done by next week. Ellis also noted that they will need to prioritize how council staff and JPACT are spending their time in scoping and reassessing the project. Ellis stated that to ensure that local transportation plans are updated, as well as other projects, all the analysis and data that they prepared as part of this update is available to local partners as they go through system plan updates. Ellis noted that the process is an iterative process, and that the RTP cannot fix all of the concerns, they want to make sure that we are on the path for the region to move forward and continue to update the plan in alignment with state climate rules.

Councilor Lewis noted that it was not part of Ellis' planning process to have one only week between this council session and the deadline and remarked that JPACT got had to deal with tolling issues and got behind with RTP because they were dealing with tolling. Councilor Lewis asked if the



presenters could address what this plan does for tolling.

Ciarlo responded that Metro has done a lot of research to determine how a tolling or congestion pricing project could look like to be the best it can be. She noted that the tolling projects for the first time are showing up as projects in the RTP, and those are proposed by ODOT and they are all connected to freeway expansion projects or mitigation projects.

Ellis added that the policies in the plan do not require tolling, but rather lays out how they should be implemented to achieve climate safety equity goals and lays out a framework on how they should deliver if tolling is implemented. Ellis noted that it addresses the impacts in the local system.

Ciarlo noted that revenue sharing may be called revenue investment and stated that Metro has been clear about investment at the local level and in transit. Ciarlo remarked that the regional mobility pricing project is a congestion pricing project proposed by ODOT, and it is moving through the RTP. Ciarlo mentioned that there has been a lot of discussion that may land differently in different parts of the region. She also stated that the project will be subject to particularly careful analysis as it moves through the NTIP process, so there should be an extra layer of transparency.

Councilor Rosenthal noted that they looked at tolling and pricing in 2018 and asked why they have not proposed alternate tolling plan to meet the emission goals.

Ciarlo responded that it is the work of regional partners to move projects through, and they have weighed in as Metro.

Councilor Rosenthal noted that they have not weighed in on a regional basis. Councilor Rosenthal stated that there would be educational benefits for weighing in on a regional proposal, adding that to cut traffic in a tunnel, you toll the tunnel.

*Council Discussion:*

Councilor Gonzalez noted how proud he was with the number of workshops they held and their efforts to engage low-income communities of color to create a plan to reflect their needs. Councilor Gonzalez added that there is extra work to do and acknowledged testimony that they have heard that agreed that this plan is a plan, and they need to come together to gather the political will. Councilor Gonzalez noted that there is a lot of opportunity to allocate resources to these projects to make strides toward equity and climate goals. He noted that he feels confident and optimistic, although weary that they have the means to do it. Councilor Gonzalez thanked the staff and stated that they all engaged in good faith and take the criticism to heart. He stated that they must do better in the future, and that the Council has worked hard to do the best they can. He stated that this is the start of a conversation, and that JPACT is already working on a plan for the beginning process for 2028 RTP because the community has stated that they want to transform this process.

Councilor Simpson thanked the public for their testimony, noting that it was compelling, but that they need to balance the needs for a diverse region, noting that Troutdale and Gresham need this funding. Councilor Simpson stated that underneath all the difficult projects, there are good ones that aid in pedestrians and businesses. He acknowledged that he came into this process on year 5 of the 5-year process and agrees that it needs retooling. He thanked the staff and noted that they were able to help people who have

been historically marginalized to make sure they felt heard.

Councilor Lewis noted that the RTP is a culmination of a lot of work and thanked the staff and the members of community who have spent months and hours reading and coming to workshops. Councilor Lewis stated that she wants to recognize the win of the auxiliary lane policy. She stated that chapter 8 is as robust as chapter 8 has ever been and that it is a little overwhelming. Councilor Lewis noted that they have a great tolling policy now, and they have an opportunity to move forward and work with the Tribal Nations on this project. Councilor Lewis added that it comes down to funding and it comes down to discipline, and it comes through hard work and community engagement. Councilor Lewis added that she will be supporting the RTP today.

Councilor Rosenthal thanked the collaborative efforts with community and organizations, noting that they have worked very hard. Councilor Rosenthal stated that the RTP has some wins, but he added that it is not sufficient at this time because it did not focus on safety nor focus specifically on climate. He remarked that the fault in this insufficiency lies with the Council because they have not worked collaboratively to address the issues that were raised. He added that he is not satisfied that they may wait until 2026 to begin scoping. He also added that he wished the HCT was called the “high convenience strategy”. He stated that he would abstain from the vote for the HCT. He added that he represents 7 cities, and not any of them are in Portland, so their needs are different. He noted that roads are important, but transit is also a huge issue for his constituents, and they need higher accessibility. He also noted that they need to move forward with this because if they do not, they will

have consequences.

Councilor Nolan noted that there is some good language in the goals of the document, but the budget is what helps them understand the priorities of goals. Councilor Nolan noted that the components of the ordinance fall way short, adding that their constituents agree with this. Councilor Nolan stated that they have 100% confidence that if they started this process with clear authentic commitments to the goals and took the budget and asked how to use those dollars to best deliver on those goals, the list they would come up with would look very different than the one today. Councilor Nolan stated that they are committed to helping everyone get to those goals through amendments and more preparation moving forward. Councilor Nolan added that they want a bold commitment that 75% of RTP funding is met by cleanest modes of travel. Councilor Nolan also suggested that they charge people for the miles they drive. Councilor Nolan finally stated that they will vote no today, but they will stay committed to taking bold steps when the RTP passes.

Councilor Hwang thanked the staff and community for months and years of hard work. Councilor Hwang stated that he will support the RTP, and that this is an opportunity to build trust. He remarked that RTP is a living breathing document, and that this is not the end all be all. He concluded that based on practical considerations, he will be supporting this document.

Council President Peterson thanked the staff, testifiers, and the Council. Council President Peterson stated that one of the best lessons she has learned is that it is important to listen the people who are in the room, but it is also important to represent the people who are not in the room.

Council President Peterson noted that the content of HCT plan is to achieve the goals in terms of coverage, accessibility, and high frequency. She stated that the 2020 ballot measure has achieved the way to articulate a different way to do business. She acknowledged that each jurisdiction has different needs and acknowledged the efforts of the community in the room. Council President Peterson stated that she would be voting yes because she does not want to stop progress, and voting yes moves progress faster.

Councilor Lewis stated that the HCT is critical to move forward because it is a document of major federal match money, and they have two projects in motion right now. Councilor Lewis stated that this is not just a planning exercise, this is important in real time.

Council President Peterson asked Metro Attorney Carrie MacLaren what Councilor Rosenthal's abstention means.

Metro Attorney Carrie MacLaren responded that it is equivalent to six votes in favor, with the abstention not bearing a vote.

There being no further discussion, Council President Peterson called for motions on both Agenda items.

### **3. Ordinances (Second Reading)**

- 3.1 **Ordinance No. 23-1496**, For the Purpose of Amending the 2018 Regional Transportation Plan (RTP) to Comply with Federal and State Law and Amending the Regional Framework Plan

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

**Aye:** 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

**Nay:** 1 - Councilor Nolan

**4. Resolutions**

- 4.1 Resolution No. 23-5348 For the Purpose of Adopting the 2023 Regional High Capacity Transit Strategy

Attachments: [Resolution 23-5348](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Staff Report](#)

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

**Aye:** 6 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Hwang, and Councilor Simpson

**Abstain:** 1 - Councilor Rosenthal

- 4.2 Resolution No. 23-5353 For the Purpose of Amending the FY 2023-24 Budget and Appropriations Schedule and Fiscal Year 2023-24 Through Fiscal Year 2027-28 Capital Improvement Plan to Provide for Changes in Operations

Attachments: [Resolution No. 23-5353](#)  
[Exhibit A](#)  
[Exhibit B](#)  
[Staff Report](#)  
[Attachments 1-5](#)  
[Attachment 6](#)

Council President Peterson called on Cinnamon Williams, Financial Planning Director, Metro, to present to Council.

Staff pulled up the Resolution No. 23-5353 PowerPoint to present to Council.

Presentation Summary:

The presenter shared the November budget amendments and capital improvement plan amendments. She shared that there were three new FTE requests, and two FTE changes between departments. There are requests for an accountant, an associate transportation planner, and an engineer. The presenter shared the appropriation change by funds, including the General Fund and the Parks & Nature fund. They also discussed Capital Improvement Plan (CIP) changes.

Councilor Lewis the Portland's (P5) CIP monetary increase of \$3,700,000, asking how much they will get from the owner out of the \$3.7 million.

COO Marissa Madrigal noted that the P5 team and general manager are working on an updated agreement for the P5. She noted that those agreements are old and have been audited, and there is a lack of clarity of who owns what. COO Madrigal noted that they are having conversations with them about a limited MOU and that cost could be a major capital improvement.

Councilor Lewis responded she is only voting for this because she expects that the money will be recovered, and if that money is not recovered, it needs to come back to Council.

Council President Peterson agreed with Councilor Lewis in her comment. She noted that she had a conversation with the PSU President, and they assumed that the same relationship holds. Council President Peterson stated that going forward, conversations will need to happen, noted that they need to reevaluate where they sit.

Councilor Hwang mentioned the \$5 million going to the 82nd Avenue project, asking why it is in the general fund.

Williams responded that it is in sub-fund in general fund specifically for planning, development, and research that has funds that will pay for it.

Councilor Rosenthal asked what fund the money from Parks & Nature money comes from.

Williams explained that it comes from the bond fund and they will re-budget those dollars, which the Council will see in the CIP plan.

Councilor Rosenthal asked what extent MERC will be able to weigh in on this topic.

Williams responded that MERC has their own budget committee, and they meet next week, so that question should be talked about. Williams added that Brian will present the five-year forecast.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

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

**Aye:** 7 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Nolan, Councilor Rosenthal, Councilor Hwang, and Councilor Simpson

## **5. Chief Operating Officer Communication**

COO Marissa Madrigal provided an update on the following



events or items:

- They have received one letter of interest from Sherwood for UBG expansion. This may be the last day or the last few days to submit and it will go through the normal process.

## **6. Councilor Communication**

Councilors provided updates on the following meetings and events:

- Councilor Hwang noted that on Tuesday they had a great day at the Partnership and Social Innovation Program launch, and they were glad to welcome leadership from major foundations in Oregon to tackle the regions shared issues.
- Council President Peterson thanked the Metro staff in supporting the work of the Partnership and Social Innovation Program.
- Councilor Rosenthal attended a retirement for the Chair of the Oregon Zoo, Julie Fitzgerald, who was instrumental for making the zoo a great place and was a great service to the community and created great partnership.
- Council President Peterson noted that without the Julie Fitzgerald's work, they would not have had money to feed animals or keep the zookeepers over COVID.
- Councilor Lewis thanked the Chair of the Oregon Zoo, Julie Fitzgerald, for her service and wished her happy retirement.
- Councilor Rosenthal noted that the Chinese community has been very committed to the Tualatin Wildlife refuge and invited Councilor Hwang to pay attention to that.
- Council President Peterson mentioned the PSU proposal for Keller, noting that they want to add a convention conference space in the Keller.

7. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 1:19 p.m.

Respectfully submitted,

*Georgia Langer*

Georgia Langer, Legislative Assistant

Consideration of the December 14, 2023  
Council Meeting Minutes  
***Minutes***

Metro Council Meeting  
Thursday, January 18, 2024

# **Metro**

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



**Metro**

## **Minutes**

**Thursday, December 14, 2023**

**10:30 AM**

**Metro Regional Center, Council Chamber,  
<https://www.youtube.com/watch?v=rdj72mVzM00>,  
<https://zoom.us/j/615079992> Webinar ID: 615 079 992 or  
888-475-4499 (toll free)**

## **Council meeting**

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

**Present:** 5 - Council President Lynn Peterson, Councilor Christine Lewis, Councilor Juan Carlos Gonzalez, Councilor Gerritt Rosenthal, and Councilor Duncan Hwang

**Excused:** 2 - Councilor Mary Nolan, and Councilor Ashton Simpson

**2. Public Communication**

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

Dashiell Harrison expressed that significant increases in wages for Metro employees are needed. The union has been negotiating for nine months and as of Tuesday, they have reached a conceptual agreement, and would like support of the Council for the implementation of this contract.

There being no other testifiers, Council President Peterson moved on to the next agenda item.

**3. Consent Agenda**

Council President Peterson called for a motion to approve the Consent Agenda.

**3.1 Consideration of the November 9, 2023 Council Meeting Minutes**

Attachments: [Minutes](#)

**3.2 Consideration of the November 16, 2023 Council Meeting Minutes**

Attachments: [Minutes](#)

**3.3 Resolution No. 23-5368 For the Purpose of Reappointing 4 Members to the Metro Affordable Housing Bond Oversight Committee**

Attachments: [Resolution No. 23-5368](#)  
[Exhibit A](#)  
[Staff Report](#)

**3.4 Resolution No. 23-5369 For the Purpose of Reappointing Five Members to the Supportive Housing Services Regional Oversight Committee**

Attachments: [Resolution No. 23-5369](#)  
[Exhibit A](#)  
[Staff Report](#)

- 3.5 **Resolution No. 23-5370** For the Purpose of Appointing Members to the Committee on Racial Equity (CORE)

Attachments: [Resolution No. 23-5370](#)  
[Staff Report](#)  
[Attachment 1](#)

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

**Aye:** 5- Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, Councilor Hwang

**Excused:** 2- Councilor Nolan, Councilor Simpson

#### 4. Resolutions

- 4.1 **Resolution No. 23-5362**, For the Purpose of Adopting Metro's Strategic Targets

Attachments: [Resolution 23-5362](#)  
[Staff Report](#)

Council President Peterson called on Andrea Celentano (she/her), Policy Advisor, Metro Val Galstad (they/them), Program Director, Metro Ina Zucker (she/her), Program Director, Metro to present to Council on Resolution No. 23-5362, For the Purpose of Adopting Metro's Strategic Targets.

Presentation Summary:

COO Madrigal mentioned that if the Council adopts the resolution today, they will create work plans and have discussions on what is needed to have meaningful progress in the strategic targets. They noted that Council direction will be needed in the future, but that they are excited about creating progress towards these goals.

*Council Discussion:*

Councilor Lewis noted that she is very happy with where they are at with this resolution. Councilor Lewis mentioned that it is lacking in specifics, and asked for the timeline for a public-ready one-pager.

Ina Zucker responded that they are working on a diagram and to create concise messaging. She added that they need a communications specialist to help with that.

Councilor Lewis stated that they need the targets to be crisper.

COO Marissa Madrigal mentioned that they worked towards ensuring how these high-level ideas can directly connect to actionable efforts.

Councilor Gonzalez remarked that it would have been nice to have had a presentation today. He affirmed the comments regarding refinement and stated that a one-pager PDF would have been nice to see today.

Councilor Rosenthal agreed with Councilor Lewis that the next step is putting specific actions to this work.

Councilor Hwang agreed with the previous councilors and noted that the DEI mentioned that they will have an update soon for their work, in addition to the equity work of strategic targets. Councilor Hwang asked about how the two processes may intersect and build upon each other.

Val Galstad responded that they wanted to keep the resolution general because operationalism will be developed as they refine the budget, and they will be coming back to discuss the progress of that.

Councilor Hwang asked what the timeline is for the DEI update.

COO Madrigal responded that the work on that is beginning, and they are still looking at the impacts of the previous plan. She added that one of the guiding principles is racial equity and that is important aspect of the strategic targets.

Council President Peterson thanked the presenters.

Councilor Rosenthal stated that good plans get good actions.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

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

**Aye:** 5 - Council President Peterson, Councilor Lewis, Councilor Gonzalez, Councilor Rosenthal, and Councilor Hwang

**Excused:** 2 - Councilor Nolan, and Councilor Simpson

## **5. Ordinances (First Reading and Public Hearing)**

5.1 **Ordinance No. 23-1505** For the Purpose of Amending Metro Code to Repeal Section 10.03.130 (Blue Lake Boating Restrictions)

Attachments: [Ordinance No. 23-1505](#)  
[Staff Report](#)  
[Attachment 1](#)

Council President Peterson called on Jon Blasher (he/him), Parks and Nature Director, Metro Olena Turula (she/her), Regional Planner, Metro, to present to Council on Ordinance No. 23-1505 For the Purpose of Amending Metro Code to Repeal Section 10.03.130 (Blue Lake Boating Restrictions).

Staff pulled up the Ordinance No. 23-1505 For the Purpose of Amending Metro Code to Repeal Section 10.03.130 (Blue Lake Boating Restrictions) PowerPoint



present to Council.

**Presentation Summary:**

The presenter discussed amending the Blue Lake boating restrictions. They shared a timeline of Blue Lake Regional Park, and discussed the boating restrictions that restricts access to boats on Blue Lake for members of the public, while granting lake neighbors an exception. The presenter shared that this is inconsistent with Metro's approach to boating rules at other Metro sites and shared a lake access transition plan. The presenter also shared future capital investments to support improved lake access.

*Council Discussion*

Councilor Lewis asked what the role of the Marine Board is.

Jon Blasher responded that the Marine Board can regulate what boating activity happens on the lake, and in conversation with them, there was concern about bringing more boats onto the lake. Blasher added that staff relayed that they are comfortable exploring a pilot program to determine where there may be conflicts and mentioned that their commitment is to navigate user conflicts.

Councilor Lewis mentioned their complaint-driven system, asking if they will they be visiting the site or have any state officials help with the training or with the pilot.

Jon Blasher noted that they will be engaging them for expertise and experience.

Councilor Rosenthal asked about if the three horsepower will be rescinded for public use.

Blasher responded that so long as the watercraft does not exceed 17ft boats or 3 horsepower in the winter, they can do that, but in the summer, they cannot.

Councilor Gonzalez noted that the core of this process has been to address structural inequity, which is difficult if a community feels that they are losing something. He thanked Blasher for the history he presented and the work he has done. Councilor Gonzalez noted that he does not want to discount what they have heard from community members, but that this is a good way to promote equity.

Blasher added that motorized boats will be able to be used, but they will require a special permit process.

Councilor Gonzalez noted that practicing good water safety is very important.

Councilor Lewis stated that Councilor Simpson, who cannot be here today, was very helpful in this process.

Councilor Rosenthal asked if they stock the lake with fish.

Blasher responded that yes, the lake is stocked annually. He also mentioned that he would like the Council to come and visit.

***Public Hearing:***

Council President Peterson opened the meeting to members of the public wanting to testify on Ordinance No. 23-1505 For the Purpose of Amending Metro Code to Repeal Section 10.03.130 (Blue Lake Boating Restrictions).

There were none.

COO Marissa Madrigal noted that there are people in the audience who have worked hard on this issue.

The second reading and vote for on Ordinance No. 23-1505 For the Purpose of Amending Metro Code to Repeal

Section 10.03.130 (Blue Lake Boating Restrictions) is scheduled for January 4, 2024.

Seeing no further discussion on the topic, Council President Peterson moved on to the next agenda item.

## **6. Chief Operating Officer Communication**

Marissa Madrigal provided an update on the following events or items:

- The affordable housing bond dollars have been fully committed by 2024. The Governor also shared a plan to improve economic outcomes, including a moratorium on the taxes. She added that they can discuss this over the recess.

## **7. Councilor Communication**

Councilors provided updates on the following meetings and events:

- Councilor Hwang noted that they had a good meeting with MPAC and they were able to hear about the draft Sherwood concept plan.
- Councilor Gonzalez shared an update on Cascadia high speed rail and noted that earlier this year, WashDOT submitted several grant applications for the high-speed rail programs, and both projects were accepted. He noted that there was a lot of energy in addressing the funding gaps and closing policy loopholes where fatal crashes and injuries are improving, and it sparked the fire to work on issues in their transportation system.
- Councilor Lewis stated that Clackamas County's business alliances' annual meeting was yesterday and mentioned that they are a sponsoring-level organization.
- Councilor Lewis noted that the tri-county planning body met last night to design the regional program for

the SHS measure. She added that they are looking for more relationships with landlords to be coordinated.

- Councilor Rosenthal noted that he visited the airport to look at the new terminal they are building and stated that it will be very lovely. He also noted that there is a very proactive progress in developing the south runway.
- Councilor Rosenthal discussed Sherwood, remarking that they are in concert with Metro to influence the legislature on infrastructure issues and they will hear more from them soon. He added that there will be a meeting this morning in Wilsonville, and they will be making testimony on transit and diversion mitigation.

## 8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council Meeting at 11:24 a.m.

Respectfully submitted,

A handwritten signature in black ink that reads "Georgia Langer". The script is cursive and fluid.

Georgia Langer, Legislative Assistant

Resolution No. 24-5373 For the Purpose of  
consideration and approval of Community  
Choice grants awards in district 4  
***Resolutions***

Metro Council Meeting  
Thursday, January 18, 2024

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING FUNDING	)	RESOLUTION NO. 24-5373
FOR NATURE IN NEIGHBORHOODS	)	
COMMUNITY CHOICE GRANTS	)	Introduced by Chief Operating Officer
	)	Marissa Madrigal in concurrence with
	)	Council President Lynn Peterson

WHEREAS, in June 2019, the Metro Council referred to the Metro area voters a ballot measure, Resolution No. 19-4988, authorizing the issuance of general obligation bonds in an amount not to exceed \$475,000,000.00 for the purpose of funding natural area and water quality protection and to connect people to nature close to home (the Bond Measure); and

WHEREAS, at the general election held on November 5, 2019, the Metro Area voters approved the Bond Measure, creating a Nature in Neighborhood capital grants program (the Program) to fund community-led projects that benefit people and nature, with an emphasis on historically marginalized communities; and

WHEREAS, the Bond Measure requires the Program to pilot a new “Participatory Grantmaking” approach within this program area, referred to as the Nature in Neighborhoods community choice grants; and

WHEREAS, the Program requires Metro to establish a Capital Grants Review Committee (the Committee) to review all projects and make recommendations to the Metro Council and also requires the Metro Council to make all grant awards; and

WHEREAS, in spring 2022, Metro worked with a program design and review committee to build the framework of the Program, and the Grants Guidebook, which identifies the desired outcomes and eligibility requirements; and

WHEREAS, the Committee has reviewed and evaluated the Program projects based on the community and recommends to the Metro Council for award the seven projects listed in Exhibit A: now therefore

BE IT RESOLVED that the Metro Council

1. Awards Program grant funds for the fifteen projects listed in Exhibit A; and
2. Directs the Chief Operating Officer to execute all contracts necessary to implement the grant awards.

ADOPTED by the Metro Council this 18th day of January 2024.

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Lynn Peterson, Council President

Approved as to Form:

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Carrie MacLaren, Metro Attorney

Nature in Neighborhoods Community Choice Grants Program  
Grant Review Committee Recommendations to the Metro Council

Total award amount recommended: \$2.3 million

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**Project:** To Make it All Good Again at Tualatin Hills Nature Park  
**Grant Amount:** \$164,666.67  
**Recipient:** Tualatin Hills Parks and Recreation District

This project would restore habitat with Indigenous traditional ecological knowledge, improve trail accessibility, and add interpretative elements.

**Project:** Enhancing Shute Park  
**Grant Amount:** \$164,666.67  
**Recipient:** Hillsboro Parks and Recreation

This project would add new amenities to the park, including nature play elements and native plantings.

**Project:** Pollinator Pathway on Rock Creek Powerline Trail  
**Grant Amount:** \$163,150.00  
**Recipient:** Tualatin Hills Parks and Recreation District

This project would create pollinator and bird-friendly habitat and provide interpretive information along the Rock Creek Trail.

**Project:** Serenity Park  
**Grant Amount:** \$165,403.33  
**Recipient:** Hillsboro Parks and Recreation

This proposal would create space within a natural area for public art elements, accessible pathways, flowering plant gardens, and a platform for yoga and tai chi.

**Project:** Native Plant Gardens at Rood Bridge Park  
**Grant Amount:** \$164,666.67  
**Recipient:** Hillsboro Parks and Recreation

This project would create native plant gardens at Rood Bridge Park, providing opportunities to learn about wildlife, habitat and protection of the environment.

**Project:** To Make it All Good Again at PCC Rock Creek  
**Grant Amount:** \$166,666.67  
**Recipient:** Portland Community College – Rock Creek

This project would improve trail accessibility, provide space for gathering and art, and establish first food gardens at the PCC Rock Creek campus.

**Project:** Covered outdoor play at Evergreen Park  
**Grant Amount:** \$166,422.00  
**Recipient:** Hillsboro Parks and Recreation

A covered play space at Evergreen Park would expand the time of year play areas can be used, both in rainy and hot seasons.

**Project:** Re-Indigenizing the Forest Grove Loop Trail  
**Grant Amount:** \$147,333.33  
**Recipient:** City of Forest Grove

This project would center the Atfalati culture through design elements in public art and interpretative signs and restore Oregon white oak habitat.

**Project:** Pocket forests in Cornelius  
**Grant Amount:** \$132,166.67  
**Recipient:** City of Cornelius

This project would create a micro-forest within a grassy area, in a neighborhood that doesn't have enough tree canopy.

**Project:** Nature Play in Evergreen Park  
**Grant Amount:** \$166,400.00  
**Recipient:** Hillsboro Parks and Recreation

This project would add nature play elements to Evergreen Park in Hillsboro, including log play, tactile play and climbing structures.

**Project:** Connecting people and habitat in Aloha  
**Grant Amount:** \$166,400.00  
**Recipient:** Tualatin Hills Parks and Recreation District

This project would build community gardens and natural areas, making natural spaces more inclusive and increase health and welfare in diverse neighborhoods.



**Project:** Wetland restoration at Kyle Park  
**Grant Amount:** \$134,333.33  
**Recipient:** City of Forest Grove

This project would provide wetland restoration along Gales Creek at Kyle Recreation Area in Forest Grove to provide enhanced habitat for viewing birds and other native species.

**Project:** Keeping it rustic in Cornelius  
**Grant Amount:** \$151,666.67  
**Recipient:** City of Cornelius

This project would improve river access for simple, rustic activities like picnicking and fishing at Steamboat City Park.

**Project:** Asian produce garden  
**Grant Amount:** \$165,966.67  
**Recipient:** Tualatin Hills Parks and Recreation District

This garden would provide native and pollinator plants and space for culturally specific gardening practices in North Bethany, an area with a high representation of Asian Americans.

**Project:** Pollinator pathway on the Forest Grove Loop  
**Grant Amount:** \$88,400.00  
**Recipient:** City of Forest Grove

Add pollinator and bird-friendly habitat plantings along with interpretive information on the southwest portion of the Forest Grove Loop Trail.

## STAFF REPORT

### IN CONSIDERATION OF RESOLUTION NO. 24-XXXX, FOR THE PURPOSE OF APPROVING NATURE IN NEIGHBORHOODS COMMUNITY CHOICE GRANTS

Date: December 21, 2023

Presenters: Jon Blasher, Crista Gardner,  
Gabrielle Brown

Department: Parks and Nature

Meeting: January 18, 2024

Prepared by: Crista Gardner, Gabrielle Brown

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## ISSUE STATEMENT

Since 1995, voters in greater Portland have passed three bond measures that protect the region's air and water, restore fish and wildlife habitat, and connect people with nature. In November 2019, voters in greater Portland overwhelmingly approved a \$475 million parks and nature bond which included three critical aspects to this work: racial equity, community engagement and climate resilience. All six programs in the bond are launched and making investments in parks, trails and natural areas across the region.

The Park and Nature bond's capital grants program includes the community choice grants pilot which is designed to support community driven projects that protect and improve water quality and fish and wildlife habitat, support climate resiliency and/or increase people's experience of nature at the community scale and to fund community-led projects, with an emphasis on benefitting historically marginalized communities.

Staff is presenting for Council consideration and approval a slate of funding awards recommended by the grant review committee based on the Council policy articulated in the bond measure, a community vote, applications submitted, the stated grants criteria, the focus communities, geographic distribution, and the review committee's professional and collective judgment. Feedback and lessons learned from this pilot will help shape and adjust any potential future funding rounds.

## ACTION REQUESTED

Council consideration and approval of Resolution No. 24-5373 IDENTIFIED POLICY OUTCOMES

By approving this initial round of community choice grants funding, Metro Council advances the intended purpose, principles and criteria of the 2019 PN Bond resolution. Nature in Neighborhoods provides grants to projects led by community organizations, park providers, local governments, and others.

Metro Council direction has shaped the Nature in Neighborhoods community choice grants program to help deliver investment to protect and improve water quality and fish and wildlife habitat, support climate resiliency and/or increase people's experience of nature at the community scale.

The recommended projects from the grant program must meet bond legal requirements to result in a publicly owned capital asset and address bond criteria and program goals as is stated in the Nature in Neighborhoods Community Choice Grants Guidebook.

#### **POLICY QUESTION(S)**

These grant awards implement the Metro Council direction for the Nature in Neighborhoods community choice grants program.

#### **POLICY OPTIONS FOR COUNCIL TO CONSIDER**

Approval of Resolution No. 24-5373 allows staff to advance Council direction to award funding to all fifteen proposed projects through successful executed funding agreements.

#### **STAFF RECOMMENDATIONS**

The Council consideration and approval of the recommended slate of awards for the community choice grants pilot marks the completion of a two-year pilot. Council received updates throughout the process via briefings, staff memos and emails. Council consideration and feedback during this initial round will help staff adjust and shape future potential rounds.

Staff recommends that Metro Council accept the Nature in Neighborhoods capital grants review committee recommendation to the Metro Council for the following fifteen grant awards in Exhibit A.

#### **STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION**

##### **HOW IS THIS RELATED TO METRO'S STRATEGIC FRAMEWORK OR CORE MISSION?**

##### *Nature in Neighborhoods Capital Grants Program background*

Since 2006, the Nature in Neighborhoods capital grants has played an essential role in meeting the needs of the community and organizations connecting people to nature in the region, with a focus on serving underserved communities and helping to embody the agency's goals on racial equity. The program has been well-loved and supported by community members and local partners. Through successive grant cycles, the program has evolved and adapted to reflect Metro Council direction and meet the needs of the community and organizations. As a pilot of the Nature in Neighborhoods capital grants program, the community choice grants continue this tradition while expanding collaborative partnerships and community engagement.

The roots of Metro's Nature in Neighborhoods capital grants program can be found in the Regional Framework Plan which unites all of Metro's adopted land use planning policies and requirements including the 2040 Growth Concept and is designed to create sustainable and prosperous communities for present and future generations.

Metro Council adopted Ordinance 05-1077B (Nature in Neighborhoods) in September 2005 to establish standards for development in streamside and wetland areas to conserve and protect fish and wildlife habitat and included Title 13 of Metro's Urban Growth Management Functional Plan, which implements Oregon Statewide Planning Goal 5 (natural resources, scenic and historic areas and open spaces) and Goal 6 (air, water and land resources quality).

In 2006, Metro Council approved and directed staff to develop the Nature in Neighborhoods capital grants program by submitting to voters the Bond of \$227.4M to fund natural area acquisition and water quality protection in Resolution No. 06-3672B.

In 2019, Metro Council approved new criteria in the Parks and Nature Bond: racial equity, community engagement and climate resilience. Metro Council directed staff in the legislation to pilot a new “Participatory Grantmaking” approach within the Nature in Neighborhoods capital grants program area, referred to as the Nature in Neighborhoods community choice grants. The community choice grants builds on Parks and Nature’s experience soliciting and awarding capital and community grants, matchmaking between park providers and community organizations and supporting external grant review committees and increases the community led aspect of all of these elements.

### **HOW DOES THIS ADVANCE METRO’S RACIAL EQUITY GOALS?**

The Nature in Neighborhoods community choice grants program advances Metro’s racial equity goals set by 2019 PN Bond criteria around meaningful community engagement and racial equity and program specific criteria at every step of the process from the formation of the program design and review committee to the ways projects were designed and prioritized

The Nature in Neighborhoods community choice grants program and projects were designed by community members. The Nature in Neighborhoods community choice grants Program Design and Review Committee members were selected through an open recruitment process. The committees’ composition and focus reflect the agency’s focus on advancing racial equity. Grant applicants were eligible to serve on the committee and stipends of \$200 per meeting were available for committee members upon request. Metro recruited for people with backgrounds in water quality and habitat restoration, landscape architecture, real estate, community development, workforce development, job training and apprenticeship programs, climate adaptation and resilience policies and practices, sustainable development techniques.

### **Community Engagement and Vote Process**

Outreach for this grant opportunity was conducted through social media and online venues, email listservs, parks director meetings, non-profit events, and a series of open public events and tabling opportunities. Outreach was conducted with the help of local parks providers, grant makers, and other Metro teams. The resulting portfolio of projects reflect that outreach.

In Winter and Spring of 2023, through three community workshops, culturally specific idea generating events, tabling at community and cultural events, mailers and digital outreach across District 4, Metro received 118 individual project ideas and 93 community survey responses for the Community Choice Grants.

Metro and partner staff analyzed these projects for feasibility. The Program Design and Review Committee vetted the project ideas according to stated criteria and advanced 50 projects for further project development.

In Summer of 2023, through a series of three public community design workshops and two culturally-specific design workshops across District 4, culturally specific workshops – just idea generating and final design stage, community members working with consultant designers and partner jurisdiction staff refined project ideas into 44 project proposals.

Over three weeks in summer of 2023, Metro held an initial online community vote. Tabling at community and cultural events, mailers and digital outreach across District 4 resulted in 375 completed verified ranked choice votes to select the 28 projects to move on to additional development.

From August to October 2023, community members, partner staff, and design consultants, developed these projects' conceptual illustrations into 26 projects' schematic site designs at a second series of three public community design workshops, culturally specific workshops, and over two dozen individual design and feasibility meetings with idea submitters and jurisdictional staff.

In October 2023, Metro held the final online community vote. An exposition of the projects in Cornelius, tabling at ten community and cultural events, mailers and digital outreach across District 4 resulted in 1,6654 unique, complete, and verified ranked choice votes of on a bilingual ballot of the 26 projects.

#### **HOW DOES THIS ADVANCE METRO'S CLIMATE ACTION GOALS?**

The Nature in Neighborhoods community choice grants program advances Metro's climate action goals through implementation of the 2019 PN Bond and program criteria around climate resilience. The resulting projects and recommended funding awards demonstrated a focus on watershed health, restoration of natural areas and connecting people to parks and nature fulfills climate resiliency in a broad way. In addition, many of these projects are located in communities designed by Metro as equity focal areas.

Known Opposition/Support/Community Feedback /No known opposition. See above description of community engagement.

#### **EXPLICIT LIST OF STAKEHOLDER GROUPS AND INDIVIDUALS WHO HAVE BEEN INVOLVED IN POLICY DEVELOPMENT.**

The Nature in Neighborhoods community choice grants program has been shaped at each step by community members, park providers and community organizations. The program focus and description in the 2019 parks and nature bond measure explicitly reflects the feedback received during the bond development process in 2018 and 2019 through focused stakeholder discussions and community forums. In addition, feedback collected during the refinement of other bond programs in 2021 and 2022 have also helped shape the grants guidebook, review committee composition and focus for this pilot.

In Spring 2022, Metro staff worked with the Nature in Neighborhoods community choice grants Program Design and Review Committee, to refine and build the framework of the Program based on the direction of the 2019 PN Bond to create the Nature in Neighborhoods Community Choice Grants Guidebook that identified the desired outcomes for investments and eligibility requirements for the initial cycle of Program funding.

The 2022 Nature in Neighborhoods capital grants pilot (now called community choice grants) Program Design and Review Committee was selected through an open recruitment process and included Blanca Gaytan Farfan (East Portland Rising Community Projects), Theresa Huang (Urban Greenspaces Institute), Jeffrey Lee (Portland Bureau of Environmental Services), Jairaj Singh (Unite

Oregon), Alisa Chen (Grow Portland), and Kevin Hughes (Hillsboro Parks and Recreation). One committee member was invited but unable to serve: Anthony Bradley (Play Grow Learn).

As outlined in the parks and nature bond measure, the review committee comes from a wide variety of backgrounds and experience on best practices related to racial equity, community engagement, and climate resilience and water quality, habitat restoration and traditional ecological knowledge to create the greatest benefits for people, plants, and wildlife. Committee members are committed to Metro's parks and nature mission and to supporting opportunities for communities of color and other historically marginalized groups to design and build access to nature for their communities.

In Spring 2023, the Nature in Neighborhoods Program Design and Review Committee, staffed by Metro, was re-convened with additional members to implement the community choice grants process, review all projects, and make funding recommendations to the Metro Council. In November 2023, the committee considered the whole package of the 26 projects based on the community vote, the information submitted, the stated grants criteria, the focus communities, geographic distribution, and the review committee's professional and collective judgment. Committee members declared any direct conflict of interest in the proposals and did not score or participate directly in the discussion or ranking of an application where they had a conflict. The Nature in Neighborhoods community choice grants review committee met in November 2023 to review 26 projects totaling \$3.9M in funding requests. In total, the review committee is recommending 15 projects for funding.

The 2023 Nature in Neighborhoods community choice grants review committee included: Blanca Gaytan Farfan, Participating Budgeting Oregon (formerly East Portland Rising Community Projects); Theresa Huang, Intertwine (formerly Urban Greenspaces Institute); Kevin Hughes, Hillsboro Parks and Recreation; Andrew Butz, Portland Community College; Laura E Feldman, Community member; Kim Hack-Davidson, Columbia Gorge Stewardship Network; Isaiah Jackman, community member (formerly Urban League of Portland); Kate Sams, Friends of Zenger Farm.

Committee members declared any direct conflict of interest in the proposals and did not score or participate directly in the discussion or ranking of an application where they had a conflict.

## **LEGAL ANTECEDENTS**

Resolution No. 23-5342, "For the Purpose of Approving for Initial Round Funding of Nature in Neighborhoods Capital Grants" was adopted in June 2023.

Resolution No. 19-4988, "For the Purpose of Submitting to the Voters of the Metro Area General Obligation Bonds in the amount of \$475 million to Fund Nature Area and Water Quality Protection and to Connect People to Nature Close to Home; and Setting Forth the Official Intent of the Metro Council to Reimburse Certain Expenditures Out of the Proceeds of Said Bonds upon Issuance" was adopted on June 6, 2019.

Resolution No. 06-3672B, “For the Purpose of Submitting to the Voters of the Metro Area A General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection” was adopted March 9, 2006.

Resolution No. 05-3574A, “Establishing a Regional Habitat Protection, Restoration and Greenspaces Initiative called Nature in Neighborhoods” was adopted in 2005.

#### **ANTICIPATED EFFECTS**

Approval of Resolution No. 24-5373 allows staff to advance Council direction to award funding to all fifteen proposed projects through successful executed funding agreements. Metro will enter into Intergovernmental Agreements (IGAs) with governmental agencies and grant agreements with non-governmental agencies.

#### **FINANCIAL IMPLICATIONS (CURRENT YEAR AND ONGOING)**

No new financial implications result from this resolution. Metro Council approved funding in the 2019 PN Bond for the Nature in Neighborhoods Capital Grants program for grants funding community-led projects, with an emphasis on benefitting historically marginalized communities over the next ten years.

#### **ATTACHMENTS**

1. Exhibit A: Recommended Nature in Neighborhoods Community Choice Grant awards to the recipients and projects, and for the funding amounts