



METRO

Agenda

MEETING: METRO COUNCIL
DATE: March 19, 2009
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. FLEET MANAGEMENT AUDIT

Flynn

4. PRELIMINARY RELEASE OF 20 & 50 YEAR FORECASTS

Hosticka

5. CONSENT AGENDA

5.1 Consideration of Minutes for the March 5, 2009 Metro Council Regular Meeting.

5.2 **Resolution No. 09-4029**, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add the US 26 Adaptive Signal System: Ross Island Bridge to SE 52nd Project.

6. ORDINANCES – FIRST READING

6.1 **Ordinance No. 09-1214**, Amending the FY 2008-09 Budget and Appropriation Schedule Recognizing a Donation For Blue Lake Park, Amending the Capital Improvement Plan, and Declaring an Emergency.

Park

7. ORDINANCES - SECOND READING

7.1 **Ordinance No. 09-1213**, Amending the FY 2008-09 Budget and Appropriations Schedule Transferring Appropriations For the Repayment of an Outstanding TOD Loan, Moving Appropriation Authority For the Integrated Mobility Strategy and Declaring an Emergency.

Liberty

8. RESOLUTIONS

8.1 **Resolution No. 09-4032**, For the Purpose of Approving the Recommendation of the Policy Advisory Group regarding the Locally Preferred Alternative for the Sellwood Bridge Project. Liberty

8.2 **Resolution No. 09-4017**, For the Purpose of Allocating \$67.8 Million of Regional Flexible Funding For Years 2012-2013, Pending Air Quality Conformity Determination. Burkholder

9. CHIEF OPERATING OFFICER COMMUNICATION

10. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for March 19, 2009 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, Wash. Channel 11 – Community Access Network www.tvctv.org – (503) 629-8534 2 p.m. Thursday, Mar. 19 (Live)</p>	<p>Portland Channel 30 (CityNet 30) – Portland Community Media www.pcmtv.org – (503) 288-1515 8:30 p.m. Sunday, Mar. 22 2 p.m. Monday, Mar 23</p>
<p>Gresham Channel 30 – MCTV www.mctv.org – (503) 491-7636 2 p.m. Monday, Mar. 23</p>	<p>Washington County Channel 30 – TVC-TV www.tvctv.org – (503) 629-8534 11 p.m. Saturday, Mar. 21 11 p.m. Sunday, Mar. 22 6 a.m. Tuesday, Mar. 24 4 p.m. Wednesday, Mar. 25</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television www.wftvaccess.com – (503) 650-0275 Call or visit website for program times.</p>

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Agenda items may not be considered in the exact order in which they are listed. If you have questions about the agenda, please call the Council Office at (503) 797-1540. Public hearings are held on all ordinances second read and on resolutions upon request of the public. Documents for the record must be submitted to the Council Office to be included in the decision record. Documents may be submitted by e-mail, fax, mail or in person at the Council Office. For additional information about testifying before the Metro Council, and for other public comment opportunities, please refer to the Metro website www.oregonmetro.gov/participate. For assistance per the American Disabilities Act (ADA), dial Metro’s TDD line (503) 797-1804 or (503) 797-1540 for the (Council Office).

Agenda Item Number 3.0

FLEET MANAGEMENT AUDIT

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber



Fleet Management:
Implement agency-wide management

March 2009
A Report by the Office of the Auditor

Suzanne Flynn
Metro Auditor



National Awards for Auditing

Metro Audit Winner of ALGA 2007 Award

The Office of the Auditor was awarded with the Gold Award for Small Shops at the 2008 conference of the Association of Local Government Auditors (ALGA). The award was presented for the Natural Areas audit completed October 2007.

Metro Ethics Line

The Metro Ethics Line gives employees and citizens an avenue to report misconduct, waste or misuse of resources in any Metro or Metropolitan Exposition Recreation Commission (MERC) facility or department.

The ethics line is administered by the Metro Auditor's Office. All reports are taken seriously and responded to in a timely manner. The auditor contracts with a hotline vendor, EthicsPoint, to provide and maintain the reporting system. Your report will serve the public interest and assist Metro in meeting high standards of public accountability.

To make a report, choose either of the following methods:

Dial 888-299-5460 (toll free in the U.S. and Canada)

File an online report at www.metroethicsline.org



SUZANNE FLYNN

Metro Auditor

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MEMORANDUM

March 11, 2009

To: David Bragdon, Council President
Rod Park, Councilor, District 1
Carlotta Collette, Councilor, District 2
Carl Hosticka, Councilor, District 3
Kathryn Harrington, Councilor, District 4
Rex Burkholder, Councilor, District 5
Robert Liberty, Councilor, District 6

From: Suzanne Flynn, Metro Auditor

Subject: Audit of Fleet Management

The attached report covers our audit of Metro's management of its fleet. This audit was not in our FY08-09 Audit Schedule; it was added as a result of work completed in the Sustainability Management audit and at the request of management.

Metro does not manage its fleet consistently across departments, most likely because of historical arrangements. We identified 94 vehicles potentially available for employees to use for work purposes. With the recent reorganization, Metro has the opportunity to change this management system to a more centralized operation. We also found that it could be possible to achieve some efficiencies and savings.

We have discussed our findings and recommendations with Scott Robinson, Deputy COO, and management from the Department of Parks and Environmental Services, Oregon Zoo, and Procurement Services. My office will schedule a formal follow-up to this audit within 1-2 years. We would like to acknowledge and thank the management and staff in the Departments who assisted us in completing this audit.

A handwritten signature in cursive script, appearing to read 'Suzanne Flynn'.

SF/lcb

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Summary

Metro departments have various methods to provide employees with transportation. These include mileage reimbursement, a motor pool, and the availability of individually assigned vehicles either to programs or employees. The management of Metro's fleet was decentralized, most likely because of historical arrangements and differing funding sources. Each department employed different methods of making vehicles available, fueling, maintenance, and replacement. Recent reorganization further increased this decentralization.

The purpose of this audit was to determine whether Metro had the ability to manage fleet services efficiently and effectively. The audit was not part of the FY08-09 Audit Schedule; it was added as a result of work in another audit and after consultation with management.

The Metro Regional Center (MRC), headquarters for most of Metro's services, operated a motor pool for employees located at MRC. Metro rented the vehicles from the State of Oregon. Compared with other transportation methods, management practices for the Motor Pool were the strongest. There were procedures for checking out vehicles and monitoring availability; however, there was no clear responsibility for management and ensuring that operations were effective and efficient.

Each of the two divisions within the Parks and Environmental Services Department (PES), Solid Waste Operations and Property Stewardship, had separate fleet arrangements. In both cases, they were decentralized and inconsistently managed. Property Stewardship leased vehicles from Multnomah County in an historical arrangement, rented one vehicle assigned to an individual employee, owned one vehicle, and used the MRC Motor Pool. The recent reorganization resulted in some vehicles being reassigned to the Sustainability Center and the Finance and Administrative Services Department.

The Oregon Zoo had vehicles used only on its grounds and others that were used both on grounds and for employee transportation. It had 27 vehicles of which nine were used primarily on Zoo property. Similar to the PES, the Zoo lacked systems to manage its fleet, although it was beginning to develop policies and procedures.

We were able to calculate performance measures for the vehicles at MRC and in Property Stewardship. We found that average miles per car were higher and cost per mile was lower for the MRC Motor Pool. In fact, we found that the cost for County rented vehicles was 60% higher compared to the State rented vehicles. Based upon the limited mileage information available in all departments, it did appear that Metro might be able to gain efficiencies if it managed its fleet consistently agency-wide.

Background

At times, the work of Metro employees requires travel from the work location to other sites. For example, Metro employees provide recycling education, regulate solid waste activities, and restore natural areas, all occurring in locations outside of their assigned office. Metro departments have various methods to provide employees with transportation. These include mileage reimbursement, Motor Pool services and the availability of individually assigned vehicles either to programs or to employees. The management of Metro's fleet is decentralized. Each department employed different methods of making vehicles available, fueling, maintenance, and replacement.

The Metro Auditor's Office completed an audit of internal sustainability management in February 2009. During the course of that audit, the full extent of the decentralization of fleet services and fuel management became apparent. Metro itself identified fleet management as an area to improve during the recent reorganization. One of the purposes of that reorganization was to address business practices that were inconsistently applied across the organization. The Auditor's Office proposed that an official audit of fleet services be conducted and in November 2008, the audit was initiated.

Scope and methodology

The purpose of this audit was to determine whether Metro had the ability to manage fleet services efficiently and effectively. The audit was not part of the FY08-09 Audit Schedule, but was added because of work in another audit and after consultation with management.

The scope of the audit was vehicles available for Metro employees to use as transportation outside of the work location. We excluded vehicles used by employees of the Metropolitan Exposition Recreation Commission facilities. Also excluded were vehicles such as all terrain vehicles, tractors, dump trucks, and trailers. We also did not include in our cost calculations the costs paid for parking at the Metro Regional Center for either an employee's personal car or a Metro owned, rented or leased vehicle.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Results

Most likely because of historical arrangements and differing funding sources, Metro lacked an effective system to manage employee use of its vehicles. Each department located at the Metro Regional Center (MRC) had different arrangements. We identified a total of 94 vehicles potentially available for employee use.

Exhibit 1
Metro Fleet FY08

	Vehicles
MRC Motor Pool	11
Property Stewardship	25
Sustainability Center	5
Solid Waste Operations	18
Finance & Admin Services	8
Oregon Zoo	27
Total	94

We reviewed the fleet management practices in each department for the following basic components:

- Designated responsibility for management of the fleet
- Fleet capital and/or operating budget
- Documented fleet management policies and procedures
- Fleet management information system
- Fleet cost and performance measures

In almost all instances, we found that none of these basic components existed.

Motor Pool at MRC more systemized

Metro had a contract with the State of Oregon, renewed every two years, for permanently assigned vehicles located at the Metro Regional Center. The State contract required certain safety precautions, that employees only used vehicles for allowable purposes, and that Metro kept vehicles secure. Because of the recent reorganization, new managers became responsible for this operation.

Based upon our review of operations, we found that the MRC Motor Pool had established some procedures that created sounder management practices. Employees reserved a vehicle, signed a form at check-out to acknowledge use for business purposes only and documented beginning and ending mileage. Staff required that employees provide a valid driver's license at the time of check out.

Within PES, the Finance Manager, Administrative Services, and Property Stewardship each had partial responsibility for fleet management of the Motor Pool. We found no written procedures readily available to employees. Since Metro rented all but two of the vehicles, management based the fleet capital or operating budget upon anticipated State charges. The State rental fee included all maintenance, repair, and replacement. The State billed Metro monthly for fuel charges.

We found minimal tracking of utilization of the Motor Pool. Staff entered mileage by month into a spreadsheet that was used to develop an allocation formula for fleet charges incurred by each Department. Management did not have performance measures or cost information.

However, we did find that data was available and could be used to create measures for both cost and utilization. We obtained two data files from the Department of Administrative Services, State of Oregon. One file contained monthly charges and mileage by vehicle, the other contained monthly fuel charges by vehicle. We were also able to calculate charges for maintenance and repair from monthly billing reports. As a result, we could calculate total cost, miles, cost per mile and average miles per vehicle for FY06 to FY08.

Exhibit 2
Cost and performance
measures
MRC motor pool

	FY06	FY07	FY08
Total cost	\$27,197	\$26,967	\$35,017
Total miles	71,075	88,629	80,705
Cost/mile	\$ 0.38	\$ 0.34	\$ 0.43
Average miles per car	7,897	11,079	8,071

Source: Auditor's Office Analysis

Utilization of the MRC State-rented fleet was high in the three-year period we studied. Cost per mile each year was consistently lower than the federal rates for reimbursement for use of an employee's personal vehicle. Because scheduling sheets are hand written we were unable to complete any analysis regarding availability.

In contrast, the two owned vehicles had much lower mileage. We were able to calculate annual utilization by review of quarterly reports available through the fuel card vendor. Over the same three-year period, utilization for each vehicle was less than 3,000 miles annually. Because Metro did not track maintenance and repair costs by vehicle, we were unable to calculate cost per mile.

Exhibit 3
MRC owned vehicle
utilization FY06-FY08

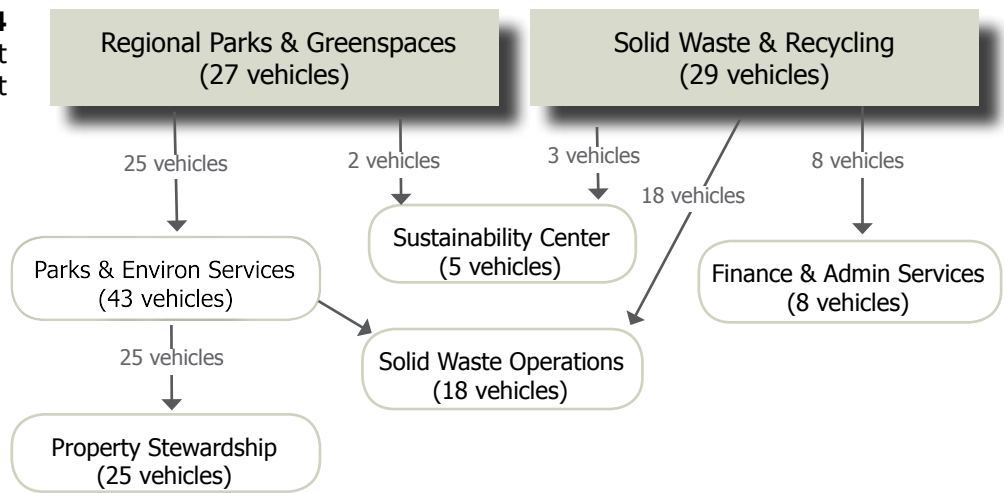
Vehicle ID	FY06	FY07	FY08
E197132	1,038	1,107	2,526
E219246	1,758	2,510	2,838
Total miles	2,796	3,617	5,364
Average miles per car	1,398	1,809	2,682

Source: Auditor's Office Analysis

Reorganization further dispersed fleet management

Metro recently reorganized several departments. The former Regional Parks and Greenspaces Department was separated into two new departments: Parks and Environmental Services and the Sustainability Center. Functions in the former Solid Waste and Recycling Department were also divided. Solid Waste facility operations became a division in the new Parks and Environmental Services Department. The regulatory and rate setting functions were incorporated into the Finance and Administrative Services Department. As a result, almost every department had a responsibility to manage vehicles.

Exhibit 4
New assignment of fleet management



Source: Auditor's Office Analysis

Property Stewardship

The Property Stewardship Division (PS) within the Parks and Environmental Services Department managed the various parks that Metro owned, as well as the Pioneer Cemeteries and the Metro Regional Center. The PS provided transportation for its employees in several ways. It leased 23 vehicles from Multnomah County, most located at the various park and cemetery sites. Employees used these vehicles on the grounds for park maintenance as well as transportation off the site. In addition, PS rented one vehicle from the State that was assigned to an individual employee and had just completed purchase of one vehicle. Employees in the former Department of Regional Parks and Greenspaces located at MRC also accessed the MRC Motor Pool and drove an additional 24,083 miles in FY08.

The contract provision for leased vehicles with Multnomah County was part of an agreement that transferred ownership of parks, the Glendoveer Golf Course, Pioneer Cemeteries and EXPO from the County to Metro in 1996. As part of that transfer, the County agreed to provide maintenance, upkeep and scheduled replacement of vehicles in the same manner and at the same rate provided to County departments.

Both managers assigned oversight of leased County vehicles expressed frustration. One stated he had found overcharges on repairs and the other found that charges for replacement were not adequate to fund that replacement. With the State contract, the State replaces vehicles according to their replacement policies. Fees include the estimated replacement cost and an allowance for resale after replacement occurs. Vehicles are replaced by the State regardless of the fees collected.

Staff in the Property Stewardship Division, Administrative Services, and Office of the Finance Manager all had responsibilities for County vehicles. Managers reviewed bills received from Multnomah County and staff reviewed and posted charges for State-rented vehicles. There was not an established procedure for checking out vehicles nor a log in each vehicle to track use by employee. There was a procedure for logging damage to a vehicle, but employees might not be consistently reporting. As a result, management cannot know which employee is driving a particular vehicle in the event of an accident or citizen complaint or whether an employee has a valid driver's license.

We acquired billing data for a three-year period and calculated cost and performance measures. While managers reviewed monthly bills, the PS Division did not track or analyze information on an annual basis.

Exhibit 5
 Cost and performance
 measures: County rented
 vehicles in Property
 Stewardship

	FY06	FY07	FY08
Total cost	\$152,253	\$173,332	\$161,710
Total miles	156,436	157,557	178,743
Cost/mile	\$ 0.97	\$ 1.10	\$.90
Average miles per car	6,518	6,565	7,448

Source: Auditor's Office Analysis

We found that Property Stewardship's employees drove leased vehicles at lower rates on average than the MRC Motor Pool. Again, we could not calculate availability, e.g. how often during the day vehicles were in use. It is possible that the lower miles were due to the vehicles use on grounds for park maintenance. We did find that some vehicles were driven at considerably lower rates than others were, leaving room for efficiencies to be gained.

However, the cost per mile was considerably higher than the State-rented vehicles. The majority of the PS vehicles are pick-ups or vans, different from the MRC fleet, which could lead to a higher cost per mile. Nevertheless, when we substituted State rates for 2007-2009 for comparable vehicles to the County-leased fleet, we found that cost per mile was still 60% higher.

State-rented vehicles assigned to individual employees

We found three employees who were assigned State-rented vehicles. Two employees are now located in the Sustainability Center and one is located in Property Stewardship. We calculated cost and performance measures for these vehicles. Cost per mile was more in line with the other State-rented vehicles in the MRC pool, however, the average miles per vehicle were lower. It is possible that these two Departments could manage these vehicles more efficiently if they were made available for use by all employees.

Exhibit 6
Cost and performance measures - State rented vehicles in Property Stewardship assigned to an individual

	FY06	FY07	FY08
Total cost	\$4,631	\$4,887	\$9,290
Total miles	12,034	17,515	18,618
Cost/mile	\$ 0.38	\$ 0.28	\$ 0.50
Average miles	6,017	8,758	6,206

Source: Auditor's Office Analysis

Fleet management in Solid Waste Operations decentralized

Using historical records from the former Solid Waste and Recycling Department, we identified 27 owned vehicles located at Metro Regional Center and various other locations, including the St. Johns Landfill and transfer facilities. In addition, the department leased two vehicles and reimbursed three employees for mileage and paid for their parking spots at MRC. Employees also used vehicles from the MRC Motor Pool. In FY08, employees drove an additional 11,178 miles using the Motor Pool.

Responsibility for fleet management was completely dispersed and decentralized prior to the reorganization and more so afterward. We conducted a survey of program managers or in some cases individual employees who were identified as having responsibility. We asked the questions:

- Were there written guidelines for vehicle use?
- Was there a procedure for checking out vehicles?
- Was mileage tracked?

Nine out of ten staff responded. We also followed up for clarification in several cases.

Exhibit 7
Survey results on fleet management

Question	Responses
Written guidelines?	4/9 = 44%
Vehicle checkout procedure?	5/9 = 55%
Mileage tracked?	3/9 = 33%

Source: Auditor's Office Analysis of Survey Responses

Upon request, respondents provided us with written guidelines that were comprehensive. We did not follow up to determine whether the guidelines were readily available or if training occurred. In most cases, the procedure for checking out a vehicle was minimal.

Clearly, these Departments lacked a system to collect information. It was not possible to get meaningful cost or performance measures. The Regulatory Affairs program, now located in Finance and Administrative Services, collected data and developed some cost measures. However, management used this information primarily to prepare the next year's budget.

Based on the data that was available, there appears to be some opportunities for efficiency gains (see Exhibit 8). Some vehicles are more utilized than others.

Three employees in Solid Waste Operations were reimbursed for mileage and provided with a parking space. Using financial records, we were able to determine the number of miles driven annually on Metro business. Collectively, these employees drove about 3,500 miles in each of the last three fiscal years. If fleet was managed in a more centralized fashion, it is possible Metro could provide these employees with Metro vehicles and avoid these costs.

Exhibit 8
Annual mileage of
vehicles in the three
new departments

Sustainability Center - Waste Reduction & Outreach

Make	Model			FY08
Dodge	Caravan			5,008
Chevrolet	Astro Van			n/a
Toyota	Prius			4,641

Finance & Administrative Services

Regulatory Affairs:

Make	Model	FY06	FY07	FY08
Jeep	Gr. Cherokee	3,661	5,224	5,216
Toyota	Tundra	13,547	10,099	9,866
Ford	"crew truck"	14,371	11,481	-
Jeep	Gr. Cherokee	5,033	5,137	8,977
Subaru	Outback	-	6,006	2,146
Toyota	4Runner	-	n/a	n/a
Toyota	Tacoma	13,275	11,956	10,849

Financial Management & Analysis:

Chevrolet	Malibu	- mileage not tracked -
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Solid Waste Operations

Engineering & Environmental Services:

Make	Model			FY08
Chevrolet	Trailblazer			12,827
Chevrolet	1500 pickup			13,490
Chevrolet	Trailblazer			12,397

St. Johns Landfill:

Make	Model			
Ford	Ranger pickup	- mileage not tracked -		
Ford	F-350 pickup	- mileage not tracked -		
Ford	Ext Cab pickup	- mileage not tracked -		
Chevrolet	Ext Cab pickup	- mileage not tracked -		
Chevrolet	3500 Flatbed	- mileage not tracked -		
Ford	Explorer	- mileage not tracked -		
Ford	"crew truck"	- mileage not tracked -		

Hazardous Waste & Latex:

Make	Model	2003		
Ford	Ranger pickup	4,055		
Chevrolet	3500 Club Cab	2,609		
GMC	TC5C042			
Ford	F350 pickup			
Ford	Enclosed truck	1,267		
WHGM	Enclosed truck			
Freightliner	Enclosed truck			
Ford	Ranger pickup	2,487		

Source: Auditor's Office Analysis

Fleet at Zoo needs better organization

The Oregon Zoo fleet consisted primarily of heavier vehicles such as pick-ups and vans. The Zoo grounds total 64 acres and many of the vehicles were used on site. Off-grounds vehicles were used to attend meetings, pick up supplies or shuttle staff to other locations. Because of these factors and the fact that the Zoo is distant from other Metro facilities, it may not be feasible to attempt to consolidate these vehicles with those at MRC.

The Zoo did not track mileage, fuel, maintenance or repair. Maintenance and fueling were performed on site. Therefore, we were unable to calculate any cost or performance measures. The manager responsible for the fleet stated that management was in the process of consolidation. In the future, the Zoo plans to track mileage and repairs through a work order system. Employee training on the use of the Zoo fleet is also planned.

RECOMMENDATIONS

Recommendations

To improve the efficient and effective management of fleet, Metro should:

1. Develop policies and procedures to govern fleet management and apply them consistently across departments.
2. Assign clear centralized responsibility for managing fleet.
3. Develop systems to review the efficiency and effectiveness of operations.
4. Review other management models such as centralization and operating fleet as an internal service for cost effectiveness.
5. Complete the transfer of fleet from Multnomah County to Metro.

MANAGEMENT RESPONSE



Date: March 6, 2009

To: Suzanne Flynn, Metro Auditor

From: Michael Jordan, Chief Operating Officer
Scott Robinson, Deputy Chief Operating Officer
Tony Vecchio, Director, Oregon Zoo
Teri Dresler, Director, Parks and Environmental Services

cc: Mike Brown, Program Director, Property Stewardship, PES
Paul Ehinger, Program Director, Solid Waste Operations, PES
Rachel Fox, Program Supervisor, Admin Services, PES
Jeff Tucker, Finance Manager, Parks & Environmental Services
Ivan Ratcliff, Service Supervisor, Guest Services, Zoo
Darin Matthews, Procurement Manager, Finance & Administrative Services

Re: Management Response to Fleet Management Audit Recommendations

This memorandum serves as management's response to the final audit report that will be issued by your office on March 11, 2009. The management team fully embraces the recommendations from this audit and is ready to embark on a process to standardize our business and management practices to more effectively and efficiently manage fleet vehicles at Metro.

The staff involved in the current fleet management system(s) began discussing opportunities for improvements in the manner that we manage Metro's fleet as part of the Sustainable Metro Initiative process last summer. While those discussions were under way, your office announced that you were planning to audit fleet vehicle management practices at Metro, so the decision was made to hold off on any changes until the audit was issued. The audit provides a framework for Metro's management to follow as we develop consistent policies and procedures addressing procurement, maintenance, fueling, vehicle sharing, reservations, and replacement of the fleet.

Response to Recommendations in the Auditor's Report:

The following summarizes management's response to the specific recommendations in the auditor's report.

Recommendation #1

Develop policies and procedures to govern fleet management and apply them consistently across departments.

Response: A team of staff from Parks & Environmental Services and the Oregon Zoo have already met to begin work on this recommendation. We will adopt a “Best Management Practices” approach by reviewing the policies and procedures from the City of Portland, State of Oregon and other agencies. These documents will help inform and guide Metro-wide policy development addressing fleet management. Procedures will also be written to address the management practices specific to vehicles in the Metro Regional Center and the Oregon Zoo. Staff will be designated to oversee practices to ensure consistency.

Recommendation #2

Assign clear centralized responsibility for managing fleet at the Departmental or Agency level, whichever is most appropriate.

Response: It is clear that centralized fleet management software is needed to manage Metro’s fleet more effectively and efficiently. Given the physical separation of the Zoo from the Metro Regional Center and the specialized operational needs of their fleet, the management at the Zoo believes that their fleet should be managed separately from the fleet at the Metro Regional Center and the Parks. However, the Zoo management also agrees that it must work within the established Metro policies and procedures in the management of their fleet. There is currently a staff person assigned to manage the Zoo fleet who will report via a dotted line relationship to PES on fleet management operations. Parks and Environmental Services (PES) is currently managing the shared fleet housed at MRC and the majority of the departmentally assigned fleet. At this point in our planning, it appears that it would be most efficient for this responsibility to stay in PES. There has not yet been an individual assigned this responsibility. Our expectation at this point is that PES and the other affected Metro departments will work together to tackle the overarching fleet management issues to achieve the highest level of effectiveness and efficiency for the agency.

Recommendation #3

Develop systems to review the efficiency and effectiveness of operations.

Response: We plan to immediately institute improved record keeping, ensuring that we have the appropriate data to evaluate our existing fleet management policies and procedures. This is an interim step to be followed by the acquisition of appropriate management information tools to monitor the effectiveness and efficiency of fleet operations. A balanced scorecard method of evaluation will be utilized to evaluate our level of success.

Recommendation #4

Research and analyze other management models, such as centralization and operating fleet as an internal service, for cost benefit at Metro.

Response: We are committed to conducting the necessary studies and evaluations to build a comprehensive system of fleet management for Metro. As the audit demonstrates, operating or being part of multiple, discrete systems has not proven to be cost effective. This research will look at various models, including both outsourcing and in-sourcing fleet management completely as well as

hybrid models, to determine which model is most efficient and likely to succeed at meeting the stated goals, given the budget, staffing, technical and operational conditions of Metro.

Recommendation #5

Complete the transfer of fleet management from Multnomah County to Metro.

Response: The management team agrees with this recommendation and will move in this direction. To accomplish this recommendation, staff will need to complete the research referred to in the Response to Recommendation #4 above, and have a plan in place for replacement of these services.



Office of the Auditor
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Agenda Item Number 4.0

PRELIMINARY RELEASE OF 20 & 50 YEAR FORECASTS

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber

Agenda Item Number 5.1

Consideration of Minutes for the March 5, 2009 Metro Council Regular Meeting

Consent Agenda

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber

MINUTES OF THE METRO COUNCIL MEETING

Thursday, March 5, 2009
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Rex Burkholder, Rod Park, Carl Hosticka, Carlotta Collette

Councilors Absent:

Council President Bragdon convened the Regular Council Meeting at 2:00 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Larry Tuttle, Center for Environmental Equity, discussed hazardous waste projects conducted by the Center for Environmental Equity. He distributed a hand-out (see attachments). He requested help with hazardous waste collection and Council support in no longer accepting certain light bulbs.

Councilor Burkholder asked how disposal bans would work. Mr. Tuttle said he did not know exactly what happened to materials when they reached landfills. He talked about businesses that did take materials back. Councilor Liberty asked who was taking bulbs back and offering replacements. Mr. Tuttle was not sure. President Bragdon said the Council was in the middle of rethinking waste reduction strategies and would like to collaborate further.

3. CONSENT AGENDA

3.1 Consideration of minutes of the February 26, 2009, Regular Council Meeting.

3.2 Resolution No. 09-4031, For the Purpose of Confirming the Appointment of Marc Fovinci to the Investment Advisory Board For the 2009-2011 Term.

Motion:

Councilor Harrington moved to adopt the meeting minutes of the February 26, 2009 Regular Metro Council meeting and Resolution No. 09-4031.

Vote:

Councilors Burkholder, Harrington, Liberty, Park, Collette, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

4. ORDINANCES – FIRST READING

4.1 Council President Bragdon assigned Ordinance No. 09-1213 to Council.

5. RESOLUTIONS

5.1 Resolution No. 09-4022, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add Projects to Receive Funding From the American Recovery and Reinvestment Act.

Motion:	Councilor Burkholder moved to adopt Resolution No. 09-4022.
Seconded:	Councilor Collette seconded the motion

Councilor Burkholder introduced agenda item 5.1. He discussed amendment specifics. Andy Shaw, Infrastructure Finance Manager, introduced chosen project specifics. He discussed transportation specifics and handouts (see attachments). Councilor Liberty said all the projects were “smart” but it was important to differentiate between different projects regarding prioritization. He went through pie charts and explained investment specifics. Councilor Burkholder asked about distribution by population. Mr. Shaw said allocations matched up very well.

Ted Leybold, Regional Planning Manager, discussed technical reviews and providing feedback to agencies. He talked about project lists and subsequent revisions. He discussed review processes, including conformation with air quality and pollution laws. He talked about obligation funds and the need for an influx of funds. Councilor Harrington asked for clarification on the Port of Portland’s role. Mr. Shaw said there were three included projects considered in the Port’s interest. President Bragdon said some geographic correlations did not capture regional dependence. Councilor Liberty asked about the geography of Oregon Department of Transportation (ODOT) “slices” in pie charts (see attachments). Councilor Liberty asked if we ended up with a lower distribution. He said except for the Springwater Corridor, there were no projects for east Portland pavement – and he felt there were equity issues. He said the region needed additional sidewalks. Mr. Leybold talked about notifications to interested parties explaining allocation of funds. He talked about public comment responses. Mr. Shaw said using job creation estimates, 1,400 jobs would be created directly and 2,100 induced and indirectly.

Councilor Collette thanked Mr. Shaw and Mr. Leybold for their work. She said it was a great undertaking for the region and local governments. She felt very comfortable adopting the resolution. Councilor Park discussed local versus regional issues, and talked about layering on the fact that Portland housed primary ports. He said there were three layers, and it was important to understand the region has three different responsibilities and priorities jurisdictionally. Councilor Liberty talked about total amount of projects and asked about jobs for the Metro area. He asked about jobs per dollar. Mr. Shaw said there was not analysis on that, but he said they could be underestimating job creation numbers. Councilor Harrington said she was hopeful everyone would be held accountable for explaining return on investment. She thanked staff and local partners. Mr. Leybold said there would be federal rules for reporting standards. Councilor Harrington said challenges provided opportunities.

Councilor Burkholder discussed accountability specifics and said it was a key priority. He said it was important to analyze mixed investments. He said it was an opportunity. He talked about Port of Portland functions – which he compared to other industrial areas in the region. He said, however, the “port” function did maintain a different and unique role. He said he felt the region was not getting enough, and where economies were primarily fueled needed identification. He said it was a collaborative decision. He said discipline was required; it needed to be done rapidly and equitably.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, Hosticka and Council President Bragdon voted in support of the motion. The vote was 7 aye, the motion passed.

6. CHIEF OPERATING OFFICER COMMUNICATION

Michael Jordan, COO, discussed Metro 101 meetings. Councilor Harrington asked about the invitation list.

7. COUNCILOR COMMUNICATION

President Bragdon reported on Columbia River Crossing. He said 12-lanes would be linked to a framework discussion on tolls. He stated his skepticism. He said demand management and pricing mechanisms needed set in place. Councilor Burkholder talked about an oversight committee and asked about current discussions. President Bragdon discussed lack of substantive collaboration with local communities during current processes.

Councilor Liberty provided a briefing of prior weeks' Metro Policy Advisory Committee (MPAC) meetings. He said there were big picture discussions. Councilor Harrington discussed reserves meetings. She said intentions were to share information and provide direction. Councilor Hosticka reported that the I-5/99W Connector project group had their last meeting and considered the three-arterial option, presented at a prior work session. He said the committee advanced Alternative 7. Councilor Liberty asked if information was ever prepared on impacts on I-5. Councilor Hosticka said yes, but impacts would happen inevitably, rather than as a result of creating a connector. Councilor Burkholder reported on testimony given to the State House Committee on Transportation. He discussed products of discussions.

8. ADJOURN

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 3:05 p.m.

Prepared by

A handwritten signature in black ink, appearing to read 'Tony Andersen', written in a cursive style.

Tony Andersen
Council Operations

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF
March 5, 2009

Item	Topic	Doc. Date	Document Description	Doc. Number
3.1	Minutes	2/26/09	Minutes of the Metro Council Meeting, February 26, 2009	030509c-1
2	Handout	3/5/09	Center for Environmental Equity, "Clean-to-Green Project" March 5, 2009	030509c-2
4.1	Memo	3/4/09	To: Joint Policy Advisory Committee on Transportation and Metro Council From: Pat Emmerson, Metro Public Affairs Re: Public comment on transportation projects eligible for federal economic stimulus funding Date: March 4, 2009	030509c-3
4.1	Handout	2/26/09	Potential State Highway System Projects for an Economic Stimulus Package, Reduction Option 2	030509c-4
5.1	Memo	3/4/09	To: Metro Council From: Margo Norton, Director, Finance and Administrative Services Re: Response to Initial Budget Questions Date: March 4, 2009	030509c-5
5.1	Graphs	3/5/09	Federal Transportation Stimulus Oregon Allocation (millions), March 5, 2009	030509c-6

Agenda Item Number 5.2

Resolution No. 09-4029, For the Purpose of Amending the 2008-11
Metropolitan Transportation Improvement Program (MTIP) To Add the US 26
Adaptive Signal System: Ross Island Bridge to SE 52nd Project.

Consent Agenda

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 09-4029
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Councilor Rex Burkholder
THE US 26 (POWELL BOULEVARD))
ADAPTIVE TRAFFIC SIGNAL SYSTEM: ROSS)
ISLAND BRIDGE TO SE 52ND PROJECT, THE)
OR99W ACTIVE CORRIDOR MANAGEMENT)
PROJECT, AND THE ACTIVE TRAFFIC)
INCIDENT MANAGEMENT PROJECT)

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council must approve the MTIP and any subsequent amendments to add new projects to the MTIP; and

WHEREAS, the JPACT and the Metro Council approved the 2008-11 MTIP on August 16, 2007; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,546,677 for transportation system management and operations improvements to US 26 (Powell Boulevard) between the Ross Island Bridge and SE 52nd Avenue; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Tigard \$494,412 for active corridor management on OR-99W; and

WHEREAS, the Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,480,545 for active traffic incident management on I-5/I-405; and

WHEREAS, all federal transportation funds allocated in the Metropolitan Area must be included in the Regional Transportation Plan's financially constrained system and the MTIP financial plan; and

WHEREAS, these discretionary funds were not previously forecast to be available and therefore represent new funding within a financially constrained RTP and MTIP financial plan; and

WHEREAS, this change to programming for this project is not exempt by federal rule from the need for a conformity determination with the State Implementation Plan for air quality; and,

WHEREAS, an air quality conformity assessment concludes that the project is not regionally significant for the purposes of air quality analysis and that the project will not adversely affect the conformity status of the 2008-11 MTIP or 2035 Regional Transportation Plan (RTP); and

WHEREAS, the change to programming for this project has been determined through inter-agency consultation have been determined in conformity with the State Implementation Plan for air quality; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the US 26 Adaptive Traffic Signal System: Ross Island Bridge to SE 52nd project, the OR99W Active Corridor Management project, and the Active Traffic Incident Management project to the 2008-11 MTIP.

ADOPTED by the Metro Council this ____ day of March 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE US 26 (POWELL BOULEVARD) ADAPTIVE TRAFFIC SIGNAL SYSTEM: ROSS ISLAND BRIDGE TO SE 52ND PROJECT, THE OR99W ACTIVE CORRIDOR MANAGEMENT PROJECT, AND THE ACTIVE TRAFFIC INCIDENT MANAGEMENT PROJECT

Date: March 19, 2009

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,546,677 in operational grants for Transportation improvements to US 26 (Powell Boulevard) between the Ross Island Bridge and SE 52nd Avenue to update to an adaptive traffic signal system. Funds requested will help implement adaptive traffic signal control on the U.S. 26 corridor that optimizes the use of the corridor, enhancing safety by reducing congestion, and improving travel time reliability for all modes. Adaptive signal control will allow greater flexibility in signal timing to manage varying traffic patterns, queue/traffic spillback, and emergency vehicle preemption along the corridor.

Oregon Department of Transportation (ODOT) has awarded the City of Tigard \$494,412 in operational grants for active corridor management on OR-99W. Funds requested will be used to upgrade traffic signal controllers and local intersection software at 21 intersections along 99W from I-5 to Durham Road.

Oregon Department of Transportation (ODOT) has awarded the City of Portland \$1,480,545 in operational grants for active traffic incident management on I-5/I-405. Funds requested will help improve towing performance and implement speed harmonization and a queue warning system.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The US 26 Adaptive Traffic Signal System: Ross Island Bridge to SE 52nd project is proposed to receive funding through the Immediate Opportunity Fund.

An air quality conformity assessment was completed on the proposed amendment and, after consultation with the US Environmental Protection Agency, Oregon Department of Environmental Quality, Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation and TriMet, concluded that adding this project to the 2008-11 MTIP will not result in any adverse air quality impact and accordingly would not result in a change in status to air quality conformity for the 2008-2011 MTIP or the 2035 Regional Transportation Plan.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2008-11 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 07-3825 on August 16, 2007 (For the Purpose of Approving the 2008-11 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 09-4029.

Agenda Item Number 6.1

Ordinance No. 09-1214, Amending the FY 2008-09 Budget and Appropriation Schedule Recognizing a Donation For Blue Lake Park, Amending the Capital Improvement Plan, and Declaring an Emergency.

First Reading

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2008-09 BUDGET AND) ORDINANCE NO. 09-1214
APPROPRIATION SCHEDULE RECOGNIZING A)
DONATION FOR BLUE LAKE PARK,) Introduced by Michael Jordan, Chief
AMENDING THE CAPITAL IMPROVEMENT) Operating Officer, with the concurrence of
PLAN, AND DECLARING AN EMERGENCY) Council President David Bragdon
)

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2008-09 Budget; and

WHEREAS, Oregon Budget Law ORS 294.326 allows for the expenditure in the year of receipt of grants, gifts, bequests, and other devices received by a municipal corporation in trust for a specific purpose; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the FY 2008-09 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of recognizing a donation for a Blue Lake Park capital project to improve water quality.
- 2. That the FY 2008-09 through FY 2012-13 Capital Improvement Plan is hereby amended to include the project shown in Exhibit C to this Ordinance.
- 3. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2009.

David Bragdon, Council President

Attest:

Approved as to Form:

Anthony Andersen, Recording Secretary

Daniel B. Cooper, Metro Attorney

**Exhibit A
Ordinance No. 09-1214**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Regional Parks							
<i>Personal Services</i>							
<i>SALWGE Salaries & Wages</i>							
5010	Reg Employees-Full Time-Exempt						
	Assistant Management Analyst	2.20	89,439	-	0	2.20	89,439
	Associate Regional Planner	1.50	77,198	-	0	1.50	77,198
	Director II	0.70	98,678	-	0	0.70	98,678
	Education Coordinator II	1.00	53,997	-	0	1.00	53,997
	Manager I	2.25	214,214	-	0	2.25	214,214
	Manager II	1.70	155,417	-	0	1.70	155,417
	Principal Regional Planner	1.20	96,377	-	0	1.20	96,377
	Program Analyst III	1.00	46,652	-	0	1.00	46,652
	Program Director I	1.00	112,308	-	0	1.00	112,308
	Program Supervisor I	0.67	46,144	-	0	0.67	46,144
	Program Supervisor II	1.00	64,263	-	0	1.00	64,263
	Property Management Specialist	0.80	52,474	-	0	0.80	52,474
	Senior Natural Resource Scientist	4.00	283,564	-	0	4.00	283,564
	Senior Public Affairs Specialist	0.20	18,034	-	0	0.20	18,034
	Senior Regional Planner	2.00	131,319	-	0	2.00	131,319
	Service Supervisor II	1.50	74,235	(0.50)	(24,300)	1.00	49,935
	Service Supervisor III	1.00	64,261	-	0	1.00	64,261
	Volunteer Coordinator II	1.00	53,997	-	0	1.00	53,997
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Specialist II	2.00	73,029	-	0	2.00	73,029
	Arborist	1.00	52,208	-	0	1.00	52,208
	Maintenance Worker 2	1.00	46,228	-	0	1.00	46,228
	Natural Resource Scientist	4.00	183,280	-	0	4.00	183,280
	Park Ranger	8.00	366,567	-	0	8.00	366,567
	Park Ranger Lead	1.00	45,820	-	0	1.00	45,820
	Program Assistant 2	1.00	36,462	-	0	1.00	36,462
	Program Assistant 3	1.00	40,227	-	0	1.00	40,227
	Volunteer Coordinator I	0.80	35,460	-	0	0.80	35,460
5020	Reg Emp-Part Time-Exempt						
	Education Coordinator II	0.50	26,998	-	0	0.50	26,998
	Principal Regional Planner	0.80	55,078	-	0	0.80	55,078
	Senior Regional Planner	1.80	125,647	-	0	1.80	125,647
5025	Reg Employees-Part Time-Non-Exempt						
	Program Assistant 3	0.50	21,160	-	0	0.50	21,160
	Volunteer Coordinitor I	1.00	46,550	-	0	1.00	46,550
5030	Temporary Employees		357,647		0		357,647
5080	Overtime		19,649		0		19,649
5089	Salary Adjustments						
	Merit Adjustment Pool (non-represented)		12,809		(365)		12,444
	Step Increases (AFSCME)		26,748		0		26,748
	COLA (represented employees)		60,717		0		60,717
	Other Adjustments (non-represented)		14,161		(729)		13,432
	Other Adjustments (AFSCME)		6,236		0		6,236
	Other Adjustments (Class & Comp Study)		14,160		0		14,160
<i>FRINGE Fringe Benefits</i>							
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		1,115,719		(9,177)		1,106,542
5190	PERS Bond Recovery		96,839		(813)		96,026
Total Personal Services		49.12	\$4,611,970	(0.50)	(\$35,384)	48.62	\$4,576,586

**Exhibit A
Ordinance No. 09-1214**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Regional Parks							
<i>Materials & Services</i>							
<i>GOODS</i>	<i>Goods</i>						
	5201 Office Supplies		70,538		0		70,538
	5205 Operating Supplies		117,520		0		117,520
	5210 Subscriptions and Dues		6,753		0		6,753
	5215 Maintenance & Repairs Supplies		119,479		0		119,479
	5225 Retail		11,697		0		11,697
<i>SVCS</i>	<i>Services</i>						
	5240 Contracted Professional Svcs		1,254,108		(39,616)		1,214,492
	5250 Contracted Property Services		1,022,220		0		1,022,220
	5251 Utility Services		131,889		0		131,889
	5255 Cleaning Services		270		0		270
	5260 Maintenance & Repair Services		94,603		0		94,603
	5265 Rentals		23,693		0		23,693
	5280 Other Purchased Services		95,342		0		95,342
	5290 Operations Contracts		6,432		0		6,432
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
	5300 Payments to Other Agencies		488,016		0		488,016
	5310 Taxes (Non-Payroll)		237,086		0		237,086
<i>OTHEXP</i>	<i>Other Expenditures</i>						
	5450 Travel		8,781		0		8,781
	5455 Staff Development		24,299		0		24,299
	5490 Miscellaneous Expenditures		40,206		0		40,206
Total Materials & Services			\$3,752,932		(\$39,616)		\$3,713,316
Total Capital Outlay			\$61,000		\$0		\$61,000
TOTAL REQUIREMENTS		49.12	\$8,425,902	(0.50)	(\$75,000)	48.62	\$8,350,902

**Exhibit A
Ordinance No. 09-1214**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenditures							
<u>Interfund Transfers</u>							
INDTEX	<i>Interfund Reimbursements</i>						
5800	Transfer for Indirect Costs						
	* to Risk Mgmt Fund-Liability		309,234		0		309,234
	* to Risk Mgmt Fund-Worker Comp		385,818		0		385,818
EQTCHG	<i>Fund Equity Transfers</i>						
5810	Transfer of Resources						
	* to Smith & Bybee Lakes Fund		91,740		0		91,740
	* to General Revenue Bond Fund-Zoo		402,089		0		402,089
	* to Metro Capital Fund-FAS Capital Account		65,000		0		65,000
	* to Metro Capital Fund-IT Projects		140,000		0		140,000
	* to Gen'l Revenue Bond Fund-Debt Serv Acct		1,504,342		0		1,504,342
	* to MERC Operating Fund		11,937		0		11,937
	* to MERC Capital Fund (Tourism Opp. & Compt. Acc		746,146		0		746,146
	* to General R&R Fund-General R&R		404,459		0		404,459
	* to General R&R Fund-IT Renewal & Replacement		257,815		0		257,815
	* to Metro Capital Fund-Parks Capital		0		75,000		75,000
	* to General R&R Fund-Regional Center R&R		277,000		0		277,000
	* to Metro Capital Fund-Parks Cap (per ton on SW)		270,000		0		270,000
	* to General R&R Fund- Parks R&R (earned on SW rev		200,000		0		200,000
	* to Solid Waste Revenue Fund		100,348		0		100,348
Total Interfund Transfers			\$5,165,928		\$75,000		\$5,240,928
<u>Contingency & Unappropriated Balance</u>							
CONT	<i>Contingency</i>						
5999	Contingency						
	* Contingency		2,803,838		0		2,803,838
	* Opportunity Account		164,500		0		164,500
	* Reserved for Future Planning Needs		351,000		0		351,000
	* Reserved for Future Election Costs		290,000		0		290,000
	* Reserved for Nature in Neighborhood Grants		250,000		0		250,000
	* Reserved for Reg. Afford. Housing Revolving Fun		1,000,000		0		1,000,000
	* Reserved for Metro Regional Center Remodel		378,000		0		378,000
	* Recovery Rate Stabilization reserve		1,771,867		0		1,771,867
	* Reserved for Integrated Mobility Strategy		276,500		0		276,500
UNAPP	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,320,000		0		2,320,000
	* Reserve for Future Natural Areas Operations		1,023,070		0		1,023,070
	* PERS Reserve		2,782,174		0		2,782,174
	* Computer Replacement Reserve (Planning)		90,000		0		90,000
	* Tibbets Flower Account		201		0		201
	* Reserve for Future Debt Service		2,521,852		0		2,521,852
Total Contingency & Unappropriated Balance			\$16,023,002		\$0		\$16,023,002
TOTAL REQUIREMENTS		434.73	\$103,535,785	(0.50)	\$0	434.23	\$103,535,785

**Exhibit A
Ordinance No. 09-1214**

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
Metro Capital Fund							
<u>Resources</u>							
BEGBAL	<i>Beginning Fund Balance</i>						
3500	* Prior year ending balance		7,547,235		0		7,547,235
3500	* Prior year PERS Reserve		6,553		0		6,553
GRANTS	<i>Grants</i>						
4100	Federal Grants-Direct		104,973		0		104,973
4105	Federal Grants-Indirect		820,000		0		820,000
4110	State Grants-Direct		1,340,800		0		1,340,800
4115	State Grants-Indirect		100,000		0		100,000
4120	Local Grants-Direct		413,764		0		413,764
INTRST	<i>Interest Earnings</i>						
4700	Interest on Investments		110,854		0		110,854
DONAT	<i>Contributions from Private Sources</i>						
4750	Donations and Bequests		3,698,027		75,000		3,773,027
MISCRV	<i>Miscellaneous Revenue</i>						
4890	Miscellaneous Revenue		2,751,919		0		2,751,919
EQTREV	<i>Fund Equity Transfers</i>						
4970	Transfer of Resources						
	* from General Renewal & Replacement Fund		375,000		0		375,000
	* from General Fund (per ton on SW)		270,000		0		270,000
	* from General Fund (Regional Parks)		0		75,000		75,000
	* from General Fund-FAS projects		65,000		0		65,000
	* from General Fund-IT Projects		140,000		0		140,000
TOTAL RESOURCES			\$17,744,125		\$150,000		\$17,894,125
Total Personal Services		2.00	\$179,631	-	\$0	2.00	\$179,631
Total Materials & Services			\$540,000		\$0		\$540,000
<u>Capital Outlay</u>							
CAPNON	<i>Capital Outlay (non-CIP Projects)</i>						
5750	Office Furniture & Equip		25,000		0		25,000
CAPCIP	<i>Capital Outlay (CIP Projects)</i>						
5710	Improve-Oth thn Bldg		8,453,800		0		8,453,800
5720	Buildings & Related		100,000		0		100,000
5730	Exhibits and Related		5,296,000		0		5,296,000
5740	Equipment & Vehicles		135,959		150,000		285,959
5750	Office Furniture & Equip		265,000		0		265,000
Total Capital Outlay			\$14,275,759		\$150,000		\$14,425,759
Total Interfund Transfers			\$97,174		\$0		\$97,174
<u>Contingency & Unappropriated Balance</u>							
CONT	<i>Contingency</i>						
5999	Contingency						
	* General contingency		2,293,857		0		2,293,857
UNAPP	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Prior Year PERS Reserve		6,553		0		6,553
	* Oxbow Park Nature Center Account		351,151		0		351,151
Total Contingency & Unappropriated Balance			\$2,651,561		\$0		\$2,651,561
TOTAL REQUIREMENTS		2.00	\$17,744,125	-	\$150,000	2.00	\$17,894,125

Exhibit B
Ordinance 09-1214
Schedule of Appropriations

	<u>Current Appropriation</u>	<u>Revision</u>	<u>Revised Appropriation</u>
GENERAL FUND			
Council Office	3,168,046	0	3,168,046
Finance & Administrative Services	5,489,506	0	5,489,506
Human Resources	1,737,211	0	1,737,211
Information Technology	2,808,244	0	2,808,244
Metro Auditor	651,286	0	651,286
Office of Metro Attorney	1,997,616	0	1,997,616
Oregon Zoo	26,677,562	0	26,677,562
Planning	23,816,299	0	23,816,299
Public Affairs & Government Relations	1,993,617	0	1,993,617
Regional Parks & Greenspaces	8,425,902	(75,000)	8,350,902
Special Appropriations	3,538,480	0	3,538,480
Former ORS 197.352 Claims & Judgments	100	0	100
Non-Departmental			
Debt Service	2,042,986	0	2,042,986
Interfund Transfers	5,165,928	75,000	5,240,928
Contingency	7,285,705	0	7,285,705
Unappropriated Balance	8,737,297	0	8,737,297
Total Fund Requirements	\$103,535,785	\$0	\$103,535,785
METRO CAPITAL FUND			
Capital Program	14,995,390	150,000	15,145,390
Non-Departmental			
Interfund Transfers	97,174	0	97,174
Contingency	2,293,857	0	2,293,857
Unappropriated Balance	357,704	0	357,704
Total Fund Requirements	\$17,744,125	\$150,000	\$17,894,125

All other appropriations remain as previously adopted

Note: Current appropriation column assumes adoption of Ordinance 09-1213

**EXHIBIT C
Ordinance 09-1214**

Capital Project Request - Project Detail

Project Title: **Fund:**

Project Status: **Funding Status:** **FY First Authorized:** **Department:**

Project Number: **Active:** **Dept. Priority:** **Facility:** **Division:**

Source Of Estimate: **Source:** **Start Date:** **Date:** **Cost Type:**

Type of Project: **Request Type:** **Completion Date:** **Prepared By:**

Project Estimates	Actual	Budget/Est	Prior							
Capital Cost:	Expend	2008-2009	Years	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	Total	
Equipment/Furnishings	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	
Total:	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000	

Funding Source:

Fund Balance	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Donations	\$0	\$75,000	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
Total:	\$0	\$150,000	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000

Annual Operating Budget Impact:

Project Description / Justification: _____ **Estimated Useful Life (yrs):** **First Full Fiscal Year of Operation:**

The goal of this project is to improve water quality in Blue Lake and make the lake safer for humans and animals. This project is to purchase and install three solar-powered devises in Blue Lake. These devises will provide circulation within Blue Lake, thus increasing oxygen content and retarding the growth of toxic and other algae in the lake. Each devise costs \$50,000, for a total of \$150,000.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 09-1214 FOR THE PURPOSE OF AMENDING THE FY 2008-09 BUDGET AND APPROPRIATION SCHEDULE RECOGNIZING A DONATION FOR BLUE LAKE PARK, AMENDING THE CAPITAL IMPROVEMENT PLAN, AND DECLARING AN EMERGENCY

Date: February 27, 2009

Presented by: Teri Dresler
503-797-1790

BACKGROUND

Blue Lake is on the Oregon Department of Environmental Quality 303(d) list of water quality impaired water bodies for violating the upper pH standard and supporting abundant aquatic weeds and algae. High bacteria counts in the swim area in late summer, as well as toxic algal blooms (cyanobacteria) throughout the lake have been a problem for many years now. Reports of algal blooms date back to 1942, and a sediment core analysis completed in 1979 indicated that blue green algae conditions were similar in 1900. The poor water quality exhibited by Blue Lake has diminished recreational opportunities during the summer, as well as posed health concerns for fish, wildlife and humans.

In spring 2007, the residents of the Interlachen neighborhood partnered with Metro to invite a company called Solar Bee to install 3 devices in the lake on a 2-year free trial basis. These devices run on solar power and are designed to provide circulation in an otherwise stagnant water body. The theory is that this long-distance circulation prevents blue-green algae blooms, improves water clarity, reduces growth of nuisance aquatic weeds and provides better conditions for fish.

The purpose of the two-year trial period was to gather scientific data about water quality in Blue Lake and compare that data to years prior to the installation of the Solar Bees, to determine whether their presence and function significantly improved water quality. Metro staff and Solar Bee took independent water samples and analyzed them for the algae content (both presence and quantity) and other water quality factors. These initial studies conclude that there is a statistically significant difference between pre- and post-installation of the Solar Bee devices. Toxic blue-green algal blooms did not occur over the summers of 2007 and 2008. Anecdotally, both the lake residents and Metro staff have also noted that the clarity and odor of the lake water has improved, contributing positively to the experience of Blue Lake Park visitors.

The free trial for the Solar Bee devices concludes at the end of March 2009. The cost of the devices is \$50,000 each, for a total of \$150,000. The seventy-six homeowners with lots on Blue Lake have collectively contributed \$75,000 to the Blue Lake Improvement Association toward purchase of the three Solar Bee devices. With the adoption of the ordinance, the Association would donate its \$75,000 to Metro. Metro would purchase and own the Solar Bee devices and be responsible for insurance, and coordination of regular maintenance with the Blue Lake Improvement Association who will pay a portion of the annual maintenance under a separate agreement yet to be negotiated. Annual maintenance costs are expected to total \$2,500.00 - \$3,000.00. In addition, the Blue Lake Improvement Association has collected funds to create a green fund to be used for cooperative water quality improvement projects with Metro's participation.

The FY 2008-09 budget includes approximately \$200,000 for the start-up capital and operational expenses at Cooper Mountain Nature Park. However, with a tentative agreement between Metro and Tualatin Hills Park & Recreation District for THPRD to operate Cooper Mountain, Metro will not have to

incur as much start-up costs. For this reason, there is sufficient anticipated under-expenditure in the Parks and Natural Areas Operations budget to pay for this budget amendment.

ANALYSIS/INFORMATION

- 1. Known Opposition:** None known.
- 2. Legal Antecedents:** ORS 294.326(3) provides an exemption to Oregon Budget Law allowing for the expenditure in the year of receipt of grants, gifts and bequests received by a municipal corporation in trust for a specific purpose.
- 3. Anticipated Effects:** This action allows the department to recognize a donation from the residents of the Interlachen neighborhood to assist in the installation of equipment to improve the water quality at Blue Lake Park.
- 4. Budget Impacts:** This action requests the recognition of \$75,000 in donations and private contributions as well as the transfer of \$75,000 in existing appropriation from the General Fund. Appropriation authority in the Metro Capital Fund will be increased by \$150,000 to allow for the water quality improvement project at Blue Lake Park. The FY 2008-09 through FY 2012-13 Capital Improvement Plan will be amended to include this new project.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Agenda Item Number 7.1

Ordinance No. 09-1213, Amending the FY 2008-09 Budget and Appropriations Schedule Transferring Appropriations For the Repayment of an Outstanding TOD Loan, Moving Appropriation Authority For the Integrated Mobility Strategy and Declaring an Emergency.

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2008-09 BUDGET AND)	ORDINANCE NO. 09-1213
APPROPRIATIONS SCHEDULE)	
TRANSFERRING APPROPRIATIONS FOR THE)	Introduced by Michael Jordan, Chief
REPAYMENT OF AN OUTSTANDING TOD)	Operating Officer, with the concurrence of
LOAN, MOVING APPROPRIATION)	Council President David Bragdon
AUTHORITY FOR THE INTEGRATED)	
MOBILITY STRATEGY AND DECLARING AN)	
EMERGENCY)	

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2008-09 Budget; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2008-09 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purposes of transferring appropriations to allow for the repayment of an outstanding TOD loan and moving appropriation authority for the integrated mobility strategy.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2009.

David Bragdon, Council President

Attest:

Approved as to Form:

Christina Billington, Recording Secretary

Daniel B. Cooper, Metro Attorney

**Exhibit A
Ordinance No. 09-1213**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Council Office							
<i>Personal Services</i>							
<i>SALWGE Salaries & Wages</i>							
5000	Elected Official Salaries						
	Council President	1.00	111,132	-	0	1.00	111,132
	Councilor	6.00	222,264	-	0	6.00	222,264
5010	Reg Employees-Full Time-Exempt						
	Assistant to the Council President	1.00	81,504	-	0	1.00	81,504
	Chief Operating Officer	1.00	174,239	-	0	1.00	174,239
	Council Operations Officer	1.00	76,860	-	0	1.00	76,860
	Council President Policy Coordinator	1.00	48,747	-	0	1.00	48,747
	Council Policy Coordinators	3.00	153,667	-	0	3.00	153,667
	CRC Project Director	0.75	146,250	-	0	0.75	146,250
	Deputy Chief Operating Officer	1.00	153,799	-	0	1.00	153,799
	Policy Advisor II	1.50	198,202	-	0	1.50	198,202
	Program Analyst I	0.75	36,350	-	0	0.75	36,350
	Program Analyst II	1.00	52,158	-	0	1.00	52,158
	Program Analyst III	1.41	85,737	-	0	1.41	85,737
	Program Analyst IV	1.00	64,462	0.42	30,655	1.42	95,117
	Program Director III	1.00	97,436	-	0	1.00	97,436
	Program Supervisor II	1.00	64,497	-	0	1.00	64,497
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Assistant II	1.00	39,778	-	0	1.00	39,778
	Administrative Assistant III	1.00	44,732	-	0	1.00	44,732
5030	Temporary Employees		62,000		0		62,000
5080	Overtime		1,750		0		1,750
5089	Salary Adjustments						
	Elected Officials Adjustment		10,002		0		10,002
	Merit Adjustment Pool (non-represented)		22,129		0		22,129
<i>FRINGE Fringe Benefits</i>							
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		690,492		10,365		700,857
5190	PERS Bond Recovery		61,306		980		62,286
Total Personal Services		25.41	\$2,699,493	0.42	\$42,000	25.83	\$2,741,493
<i>Materials & Services</i>							
<i>GOODS Goods</i>							
	5201 Office Supplies		57,793		0		57,793
	5205 Operating Supplies		2,207		0		2,207
	5210 Subscriptions and Dues		7,891		0		7,891
<i>SVCS Services</i>							
	5240 Contracted Professional Svcs		185,243		17,000		202,243
	5246 Sponsorships		2,000		0		2,000
	5251 Utility Services		2,781		0		2,781
	5260 Maintenance & Repair Services		1,269		0		1,269
	5265 Rentals		823		0		823
	5280 Other Purchased Services		5,643		0		5,643
<i>OTHEXP Other Expenditures</i>							
	5450 Travel		35,619		0		35,619
	5455 Staff Development		77,582		0		77,582
	5470 Council Costs		24,500		0		24,500
	5490 Miscellaneous Expenditures		6,202		0		6,202
Total Materials & Services			\$409,553		\$17,000		\$426,553
TOTAL REQUIREMENTS		25.41	\$3,109,046	0.42	\$59,000	25.83	\$3,168,046

Exhibit A
Ordinance No. 09-1213

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Planning							
<i>Personal Services</i>							
SALWGE	<i>Salaries & Wages</i>						
5010	Reg Employees-Full Time-Exempt						
	Administrative Specialist IV	1.25	55,366	-	0	1.25	55,366
	Assistant Regional Planner	1.00	54,465	-	0	1.00	54,465
	Assistant Transportation Planner	1.00	48,991	-	0	1.00	48,991
	Associate GIS Specialist	4.00	258,009	-	0	4.00	258,009
	Associate Regional Planner	3.00	168,353	-	0	3.00	168,353
	Associate Transportation Modeler	5.00	274,708	-	0	5.00	274,708
	Associate Trans. Planner	3.00	170,219	-	0	3.00	170,219
	Director II	0.25	35,125	-	0	0.25	35,125
	Manager I	4.00	369,024	-	0	4.00	369,024
	Manager II	6.00	567,920	-	0	6.00	567,920
	Principal GIS Specialist	3.00	250,858	-	0	3.00	250,858
	Principal Regional Planner	6.00	486,422	-	0	6.00	486,422
	Principal Transportation Engineer	1.00	83,619	-	0	1.00	83,619
	Principal Transportation Modeler	3.00	250,858	-	0	3.00	250,858
	Principal Transportation Planner	5.00	388,030	-	0	5.00	388,030
	Program Analyst IV	0.42	30,655	(0.42)	(30,655)	-	0
	Program Director II	2.00	227,168	-	0	2.00	227,168
	Program Supervisor I	2.00	120,707	-	0	2.00	120,707
	Program Supervisor II	3.00	220,148	-	0	3.00	220,148
	Senior GIS Specialist	2.00	125,532	-	0	2.00	125,532
	Senior Management Analyst	4.00	245,121	-	0	4.00	245,121
	Senior Public Affairs Specialist	3.25	202,683	-	0	3.25	202,683
	Senior Regional Planner	2.00	125,367	-	0	2.00	125,367
	Senior Transportation Modeler	2.00	155,521	-	0	2.00	155,521
	Senior Transportation Planner	8.00	550,073	-	0	8.00	550,073
	Transit Program Director I	1.00	115,595	-	0	1.00	115,595
	Transit Program Director II	0.25	38,607	-	0	0.25	38,607
	Transit Project Manager I	1.00	99,129	-	0	1.00	99,129
	Transit Project Manager II	1.00	98,585	-	0	1.00	98,585
5015	Reg Empl-Full Time-Non-Exempt						
	Administrative Specialist I	1.00	33,249	-	0	1.00	33,249
	Administrative Specialist II	3.00	105,487	-	0	3.00	105,487
	Administrative Specialist III	1.00	36,603	-	0	1.00	36,603
	GIS Technician	1.00	38,419	-	0	1.00	38,419
	Program Assistant 3	2.00	88,970	-	0	2.00	88,970
5020	Reg Emp-Part Time-Exempt						
	Associate GIS Specialist	0.50	31,236	-	0	0.50	31,236
	Associate Regional Planner	0.60	35,014	-	0	0.60	35,014
	Principal Regional Planner	0.80	60,694	-	0	0.80	60,694
5030	Temporary Employees		198,981		0		198,981
5080	Overtime		5,000		0		5,000
5089	Salary Adjustments						
	Merit Adjustment Pool (non-represented)		26,637		0		26,637
	Step Increases (AFSCME)		76,292		0		76,292
	COLA (represented employees)		132,388		0		132,388
	Other Adjustments (non-represented)		31,677		0		31,677
	Other Adjustments (AFSCME)		3,081		0		3,081
	Other Adjustments (Class & Comp Study)		31,677		0		31,677

**Exhibit A
Ordinance No. 09-1213**

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Planning							
<i>FRINGE</i>	<i>Fringe Benefits</i>						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		2,329,266		(10,365)		2,318,901
5190	PERS Bond Recovery		219,835		(980)		218,855
Total Personal Services		88.32	\$9,301,364	(0.42)	(\$42,000)	87.90	\$9,259,364
<i>Materials & Services</i>							
<i>GOODS</i>	<i>Goods</i>						
5201	Office Supplies		411,735		0		411,735
5205	Operating Supplies		112,599		0		112,599
5210	Subscriptions and Dues		23,110		0		23,110
<i>SVCS</i>	<i>Services</i>						
5240	Contracted Professional Svcs		8,082,051		(17,000)		8,065,051
5251	Utility Services		8,401		0		8,401
5260	Maintenance & Repair Services		85,996		0		85,996
5265	Rentals		9,500		0		9,500
5280	Other Purchased Services		490,812		0		490,812
<i>IGEXP</i>	<i>Intergov't Expenditures</i>						
5300	Payments to Other Agencies		667,000		0		667,000
<i>INCGEX</i>	<i>Internal Charges for Service</i>						
5400	Charges for Service		1,500		0		1,500
<i>OTHEXP</i>	<i>Other Expenditures</i>						
5440	Program Purchases		5,101,686		(592,500)		4,509,186
5445	Grants		50,000		0		50,000
5450	Travel		111,545		0		111,545
5455	Staff Development		10,500		0		10,500
Total Materials & Services			\$15,166,435		(\$609,500)		\$14,556,935
TOTAL REQUIREMENTS		88.32	\$24,467,799	(0.42)	(\$651,500)	87.90	\$23,816,299

Exhibit A
Ordinance No. 09-1213

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenditures							
<u>Debt Service</u>							
LOAN	Loan Payments						
	5610 Loan Payments-Principal		0		592,500		592,500
	5615 Loan Payments-Interest		38,513		0		38,513
REVBND	Revenue Bond Payments						
	5630 Revenue Bond Payments-Principal		220,000		0		220,000
	5635 Revenue Bond Payments-Interest		1,191,973		0		1,191,973
Total Debt Service			\$1,450,486		\$592,500		\$2,042,986
Total Interfund Transfers			\$5,165,928		\$0		\$5,165,928
<u>Contingency & Unappropriated Balance</u>							
CONT	Contingency						
	5999 Contingency						
	* Contingency		2,803,838		0		2,803,838
	* Opportunity Account		164,500		0		164,500
	* Reserved for Future Planning Needs		351,000		0		351,000
	* Reserved for Future Election Costs		290,000		0		290,000
	* Reserved for Nature in Neighborhood Grants		250,000		0		250,000
	* Reserved for Reg. Afford. Housing Revolving Fu		1,000,000		0		1,000,000
	* Reserved for Metro Regional Center Remodel		378,000		0		378,000
	* Recovery Rate Stabilization reserve		1,771,867		0		1,771,867
	* Reserved for Integrated Mobility Strategy		276,500		0		276,500
UNAPP	Unappropriated Fund Balance						
	5990 Unappropriated Fund Balance						
	* Stabilization Reserve		2,320,000		0		2,320,000
	* Reserve for Future Natural Areas Operations		1,023,070		0		1,023,070
	* PERS Reserve		2,782,174		0		2,782,174
	* Computer Replacement Reserve (Planning)		90,000		0		90,000
	* Tibbets Flower Account		201		0		201
	* Reserve for Future Debt Service		2,521,852		0		2,521,852
Total Contingency & Unappropriated Balance			\$16,023,002		\$0		\$16,023,002
TOTAL REQUIREMENTS		434.73	\$103,535,785	0.00	\$0	434.73	\$103,535,785

Exhibit B
Ordinance 09-1213
Schedule of Appropriations

	<u>Current Appropriation</u>	<u>Revision</u>	<u>Revised Appropriation</u>
GENERAL FUND			
Council Office	3,109,046	59,000	3,168,046
Finance & Administrative Services	5,489,506	0	5,489,506
Human Resources	1,737,211	0	1,737,211
Information Technology	2,808,244	0	2,808,244
Metro Auditor	651,286	0	651,286
Office of Metro Attorney	1,997,616	0	1,997,616
Oregon Zoo	26,677,562	0	26,677,562
Planning	24,467,799	(651,500)	23,816,299
Public Affairs & Government Relations	1,993,617	0	1,993,617
Regional Parks & Greenspaces	8,425,902	0	8,425,902
Special Appropriations	3,538,480	0	3,538,480
Former ORS 197.352 Claims & Judgments	100	0	100
Non-Departmental			
Debt Service	1,450,486	592,500	2,042,986
Interfund Transfers	5,165,928	0	5,165,928
Contingency	7,285,705	0	7,285,705
Unappropriated Balance	8,737,297	0	8,737,297
Total Fund Requirements	\$103,535,785	\$0	\$103,535,785

All other appropriations remain as previously adopted

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 09-1213, AMENDING THE FY 2008-09 BUDGET AND APPROPRIATIONS SCHEDULE TRANSFERRING APPROPRIATIONS FOR THE REPAYMENT OF AN OUTSTANDING TOD LOAN, MOVING APPROPRIATION AUTHORITY FOR THE INTEGRATED MOBILITY STRATEGY AND DECLARING AN EMERGENCY

Date: February 18, 2009

Presented by: Diane Arakaki
503-797-1812

BACKGROUND

This action requests a change in budget appropriation to (1) provide for the repayment of the outstanding balance on a TOD loan under the provisions of the agreement, and (2) move appropriation authorized under Ordinance 09-1209 from the Planning Department to the Strategy Center.

Repayment of TOD Loan

On January 26, 2007 Metro executed a Purchase Agreement with Gresham Land Partners, L.L.C. (CenterCal) to purchase 1.9 acres of property, heretofore known as the Anchor Tenant property, located in Gresham Civic neighborhood. Metro paid half of the purchase price at closing (\$592,000) and the seller carried a note for the remaining half and took back an option on the property which expired after three years from closing or January 27, 2010. At the time, Metro anticipated entering into a Disposition and Development Agreement with CenterCal to develop the Anchor Tenant property in accordance with TOD Program goals. However, on September 25, 2008, CenterCal notified Metro it was terminating its' option and called the note. Terms of the note require payment within 180 days of notification of termination.

The current TOD Program budget assumes that the principal due of \$592,000 is to be made in FY 09-10. However, given that CenterCal has notified us that they wish to terminate their option and call the note, Metro needs to pay CenterCal the principal due in FY 08-09 instead of FY 09-10. As such, this budget amendment is requesting making the principal payment of \$592,000 in FY 08-09.

Movement of Appropriation

On January 22, 2009, the Council adopted Ordinance 09-1209 adding 1.0 FTE project leader for the Integrated Mobility Strategy. That action provided additional personal services and materials & services expenditure authority in the Planning Department for the project. Since adoption of ordinance 09-1209, it's been determined that the project will be managed through the Strategy Center not the Planning Department. The FY 2009-10 Proposed Budget will reflect this position and associated project costs in the Strategy Center. To maintain financial reporting consistency between fiscal years, this action requests the appropriation authority for FY 2008-09 recently provided to the Planning Department be transferred to the Strategy Center and all costs for this project be charged against the Strategy Center beginning in FY 2008-09.

ANALYSIS/INFORMATION

- 1. Known Opposition:** None known.
- 2. Legal Antecedents:** ORS 294.450 provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction.

3. **Anticipated Effects:** This action provides the necessary resources to repay the outstanding balance on a TOD loan under the provisions of the agreement with the Centercal. In addition, it moves appropriation authorized under ordinance 09-1209 from the Planning Department to the Strategy Center.
4. **Budget Impacts:** This action transfers existing appropriation authority from materials & services to debt service in the TOD program of the Planning Department. Funding for this action is provided through dedicated TOD program funding such as grants and other outside non-discretionary resources. It transfers the budget authority related to the integrated mobility strategy provided to the Planning Department under ordinance 09-1209 to the Strategy Center.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Resolution No.09-4032, For the Purpose of Approving the Recommendation of the Policy Advisory Group regarding the Locally Preferred Alternative for the Sellwood Bridge Project.

Metro Council Meeting
Thursday, March 19, 2009
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF APPROVING THE) RESOLUTION NO. 09-4032
RECOMMENDATION OF THE POLICY)
ADVISORY GROUP REGARDING THE) Introduced by Councilor Robert Liberty
LOCALLY PREFERRED ALTERNATIVE FOR
THE SELLWOOD BRIDGE PROJECT

WHEREAS, Multnomah County owns and maintains the Sellwood Bridge in the City of Portland which is nearing the end of its service life and in the long-term requires either major rehabilitation or replacement; and

WHEREAS, Multnomah County secured federal funding for the public planning and decision-making process which included development of an Environmental Impact Statement in compliance with the National Environmental Policy Act; and

WHEREAS, the Oregon Department of Transportation provided \$1.5 million in matching funds towards the Environmental Impact Statement; and

WHEREAS, in June of 2006, the Multnomah County Board of Commissioners convened a Policy Advisory Group (PAG) made up of elected and appointed representatives of jurisdictions with an interest in the Sellwood Bridge; and

WHEREAS, the current PAG representatives are Ted Wheeler (Chair of the Multnomah County Board of Commissioners), Sam Adams (Mayor of the City of Portland), Robert Liberty (Metro Councilor), Jason Tell (Director of the Oregon Department of Transportation - Region 1), Phillip Ditzler (Director of the Federal Highway Administration - Oregon District), Lynn Peterson (Chair of the Clackamas County Board of County Commissioners), Greg Chaimov (City of Milwaukie Councilor), Fred Hansen (Director, TriMet), and Carolyn Tomei (Member of the Oregon House of Representatives); and

WHEREAS, by Resolution 06-084, the Multnomah County Board of Commissioners appointed a Community Task Force (CTF) of 20 citizens representing different points of view and interests to assist in the decision-making process by selecting and recommending a Locally Preferred Alternative (LPA) to the PAG; and

WHEREAS the PAG was formed to review the recommendations of the CTF and to make their own recommendations. The recommendation that is approved by the Multnomah County Board of Commissioners will be considered by the Federal Highway Administration which has final authority in the matter of the LPA; and

WHEREAS, the CTF beginning in June 2006, analyzed the problems of the Sellwood Bridge project and the potential impacts of all proposed solutions, and on January 19, 2009, reached a consensus on a recommendation for the LPA; and

WHEREAS, the PAG met periodically between June 2006 and February 2009, and voted at five milestones to approve intermediate recommendations that led directly to the development of a LPA; and

WHEREAS, the PAG considered the recommendations of the CTF and on February 6, 2009, formed its own recommendation on a LPA with conditions; now, therefore

BE IT RESOLVED that the Metro Council hereby approves the Policy Advisory Group LPA Decision (Exhibit A) with conditions adopted on February 6, 2009, and directs its staff to continue its participation with Multnomah County and other jurisdictions with respect to the LPA and the completion of a Final Environmental Impact Statement (FEIS).

ADOPTED by the Metro Council this _____ day of _____, 2009

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



Policy Advisory Group LPA Decision

At their meeting on Friday, February 6, 2009, the Policy Advisory Group voted unanimously to endorse the following Locally Preferred Alternative (LPA) for the Sellwood Bridge Project with conditions:

1. Approval of bridge replacement rather than rehabilitation of the existing bridge;
2. Approval of alignment "D" (existing bridge alignment, widened to the south);
3. Approval of a pedestrian actuated signal at the SE Tacoma Street/SE 6th Avenue intersection at the east end of the bridge;
4. Approval of a grade-separated and signalized interchange at the intersection with Oregon 43 (Macadam Avenue) on the west end of the bridge;
5. Approval of a bridge cross-section of 64 feet or less at its narrowest point.

The Policy Advisory Group further directs their staff and the Multnomah County staff to refine the LPA design in accordance with the following conditions:

- Strive to reduce total project cost;
- Consider project phases as constrained by funding availability; recognizing that the established purpose of the project is "To rehabilitate or replace the Sellwood Bridge within its existing east-west corridor to provide a structurally safe bridge and connections that accommodate multi-modal mobility needs;"
- Explore options for reducing the cost of the west side interchange without making traffic conditions worse than the no-build alternative in the DEIS;
- Design the bridge as narrow as possible while maintaining two vehicular travel lanes, bike lane/shoulders, and sidewalks;
- Produce a design consistent with the adopted *Tacoma Main Street Plan*;
- Design the bridge to accommodate streetcar use;
- Minimize impacts to affected property owners;
- Strive to use sustainable construction materials and practices.

DRAFT STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 09-4032, FOR THE PURPOSE OF APPROVING THE RECOMMENDATION OF THE POLICY ADVISORY GROUP REGARDING THE LOCALLY PREFERRED ALTERNATIVE FOR THE SELLWOOD BRIDGE PROJECT

Date: February 19, 2009

Prepared by: Tim Collins
503-797-1762

BACKGROUND

After more than 80 years, the Sellwood Bridge has reached the end of its useful service life. The bridge was constructed in 1925 to replace the Spokane Street Ferry, which shuttled passengers across the Willamette River between Sellwood and southwest Portland. The bridge, approximately 1,900 feet in length, is extremely narrow – two lanes, no shoulders or median, and one sidewalk that must accommodate light poles, pedestrians, and bicyclist. The bridge crosses the Willamette River on SE Tacoma Street on the east end and intersects with Oregon Highway 43 on the west end.

The west end of the bridge was constructed on fill material and is located in a geologically unstable area. The hillside above the bridge is slowly sliding toward the Willamette River, exerting pressure on the west end of the bridge. In the late 1950s, the hillside slid several feet toward the bridge. As a result, a 3-foot segment of the bridge deck had to be removed and foundations were reinforced. The west-side interchange with Oregon Highway 43 was completely rebuilt in 1980. Since then, ground movement has caused the west-side approach girders to crack.

Multnomah County is the owner of the bridge, and continues to take steps to prolong the safe use of the bridge until a long-term solution is identified. In June 2003, cracks in both the east and west concrete approaches were discovered and restrained with external steel clamps. The weight limit for vehicles traveling across the bridge was reduced from 32 tons to 10 tons. This limit caused the diversion of 94 daily TriMet bus trips (a loaded bus weighs about 19 tons). The weight restriction is still in effect. In 2005, an engineering study recommended short-term safety improvements for the bridge; cracks in the girders and columns were injected with epoxy in 2008.

The Sellwood Bridge project is listed as Project 1012 on the 2004 RTP financially constrained project list for the RTP program years 2004 to 2009.

The purpose of the Sellwood Bridge project is to rehabilitate or replace the bridge to make it structurally safe. Additionally, the project would improve connections, operations and safety for vehicles, bicycles, and pedestrians. The bridge carries more than 30,000 vehicles per day, making it Oregon's busiest two-lane bridge. Congested conditions and slow travel speeds occur because the travel demand served by the bridge exceeds the available capacity for several hours each day, primarily the morning and evening peak hours. Multnomah County has been working with ODOT, Clackamas County, the City of Portland, and Metro to find a solution for the bridge. The following four main issues identify the need for this project:

- Inadequate structural integrity to safely accommodate various vehicle types (including transit vehicles, trucks, and emergency vehicles) and to withstand moderate seismic events

- Substandard and unsafe roadway design
- Substandard pedestrian and bicycle facilities across the river
- Existing and future travel demands between origins and destinations served by the Sellwood Bridge exceed available capacity

ANALYSIS/INFORMATION

1. **Known Opposition** - Persons living in the condominiums that will be directly impacted by the alignment of the recommended Locally Preferred Alternative.
2. **Legal Antecedents** – In May 1999, Metro made recommendations (resolution #) for the *South Willamette River Crossing Study*, which included the Sellwood Bridge. One of the study's recommendations was to preserve the existing Sellwood Bridge, or replace it as a two-lane bridge with better service for bicyclist and pedestrians.
3. **Anticipated Effects** – Adoption of the Locally Preferred Alternative will allow the project to move forward to develop a Final Environmental Impact Statement which will determine the bridge type and size as part of the NEPA process.
4. **Budget Impacts** - None known.

RECOMMENDED ACTION

That the Metro Council approves the Policy Advisory Group LPA Decision (Exhibit A) with conditions adopted on February 6, 2009, and directs its staff to continue its participation with Multnomah County and other jurisdictions with respect to the LPA and the completion of a Final Environmental Impact Statement (FEIS).

Agenda Item Number 8.2

Resolution No. 09-4017, For the Purpose of Allocating \$67.8 Million of Regional Flexible Funding For Years 2012-2013, Pending Air Quality Conformity Determination.

Metro Council Meeting
Thursday, March 19, 2008
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ALLOCATING)	RESOLUTION NO. 09-4017
\$67.8 MILLION OF REGIONAL FLEXIBLE)	
FUNDING FOR THE YEARS 2012 AND 2013,)	Introduced by Councilor Rex Burkholder
PENDING AIR QUALITY CONFORMITY)	
DETERMINATION)	
)	
)	

WHEREAS, approximately \$67.8 million is forecast to be appropriated to the Metro region through the federal Surface Transportation Program (STP) and Congestion Mitigation – Air Quality (CMAQ) transportation grant programs; and

WHEREAS, the Metro Council and Joint Policy Advisory Committee on Transportation (JPACT) are designated by federal legislation as authorized to allocate these funds to projects and programs in the metropolitan region through the Regional Flexible Fund Allocation process; and

WHEREAS, the Metro Council and JPACT have provided policy guidance to Metro staff and the Transportation Policy Alternatives Committee (TPAC) on the type and balance of projects and programs that are a priority for these funds through Metro Resolution No. 08-3916A, For the purpose of adopting the policy direction and program objectives for the 2009 Regional Flexible Funding allocation process and 2010-13 Metropolitan Transportation Improvement Program (MTIP), adopted March 20th, 2008; and

WHEREAS, Metro received approximately \$105 million in project and program applications; and

WHEREAS, those applications have been evaluated by technical criteria within one of five categories, by a summary of qualitative factors and by a summary of public comments; and

WHEREAS, an extensive public process has provided opportunities for comments on the merit and potential impacts of the project and program applications between October 13 and December 1, 2008 and at a public hearing before the Metro Council to respond to a staff and TPAC recommendation of proposed projects and programs to allocate funding; and

WHEREAS, TPAC has provided recommendations to JPACT and the Metro Council on a list of projects and programs, as shown in Exhibit A, attached to this resolution, to allocate funding in response to policy direction, technical evaluation, qualitative factors, and public comments; and

WHEREAS, a public hearing was conducted by JPACT and the Metro Council February 12, 2009, to solicit comments on the TPAC recommendation; and

WHEREAS, JPACT took action on the TPAC recommendation March 5, 2009, prior to adoption of this resolution; and

WHEREAS, receipt of these funds is conditioned on completion of requirements listed in Exhibit B; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on the project and programs to be funded through the 2010-13 Regional Flexible Fund Allocation process as shown in Exhibit A.

ADOPTED by the Metro Council this ____ day of March 2009.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

JPACT Recommendation - Regional Flexible Funds: Step 2 Local Projects

Category	Tier	Project name	Request (2012 dollars)	Revised Request	JPACT Recommendation
Regional mobility corridors	1st tier	NE/SE Twenties Bikeway: Lombard - Springwater Trail	\$2,097,850		\$2,097,850
	2nd tier	Bus Stop Development & Streamline Program	\$3,640,874	\$2,989,306	\$1,414,000
		Hogan/NE 242nd Dr: Glisan - Stark	\$3,213,308	\$3,028,578	
		Westside Trail: Rock Creek Trail - Bronson Creek Trail	\$2,692,830		\$2,399,337
		Farmington Road at Murray Blvd Intersection	\$4,002,099		
		40 Mile Loop: Blue Lake Park - Sundial Rd	\$2,322,421		\$2,322,421
	3rd tier	Kerr Parkway Bike Lanes: Stephenson - Boones Ferry Rd	\$1,742,926		
Mixed-use area implementation	1st tier	SW Rose Biggi: Hall - Crescent	\$2,758,238		\$2,758,238
	2nd tier	102nd Ave: NE Glisan - E Burnside	\$5,000,000	\$2,000,000	\$2,000,000
		McLoughlin Blvd: Clackamas River Bridge - Dunes Dr	\$3,401,868		\$3,401,868
		Red Electric Trail: SW 30th - SW Vermont	\$1,929,183		\$1,929,183
		N Fessenden/St Louis: Columbia Way - Lombard	\$2,159,431		
		Killingsworth: N Commercial - NE MLK Jr Blvd	\$2,354,093		
	3rd tier	SE Division: 6th - 39th	\$2,500,000		
4th tier	OR 43: Arbor Dr - Marylhurst Dr	\$3,800,097			
Industrial & employment area implementation	1st tier	St Johns Rail Line (UP): N St Louis - N Richmond	\$3,649,337		
	2nd tier	Evergreen Rd: 253rd Ave - 25th Ave	\$2,620,100		
Environmental enhancement & mitigation	1st tier	School Bus Diesel Engine Emission Reduction	\$2,047,050		\$1,414,000
	2nd tier	Electronic Mini-Hybrid Bus Retrofit	\$1,345,950		
	3rd tier	Transit Bus Diesel Engine Emission Reduction	\$1,166,490		
Project development		French Prairie Bridge: Boones Ferry Rd - Butteville Rd	\$1,250,000		\$1,250,000
		Airport Way at 82nd Ave Intersection	\$500,000		
		SE 174th: Jenne - Giese	\$222,500		
		Council Creek Trail: Banks - Hillsboro	\$448,650	\$218,044	\$218,044
		Willamette Greenway Trail: N Columbia Blvd - Steel Bridge	\$444,800		\$444,800
		SE Division: 96th - 174th	\$500,000		
			\$57,810,095		
			Target	\$21,650,000	\$21,649,741

Notes:

Tiers reflect clear break points between groups of projects with similar scores resulting from the quantitative analysis.

Bike/ped projects shown in bold.

Minimum of \$7.2 million to be allocated to bike/pedestrian projects

Under target: \$259
Bike/Ped min: \$10,661,635

Step 1 - Proposed Funding to Regional Programs

Program name	Request	JPACT Proposed Allocation
Existing High Capacity Transit (HCT) Bond Payment	\$18,600,000	\$18,600,000
Additional HCT bonding: Milwaukie LRT and Commuter Rail	\$7,400,000	\$7,400,000
OR-43: Portland to Lake Oswego Transit Corridor EIS	\$4,000,000	\$4,000,000
Metro Planning	\$2,116,000	\$2,116,000
Regional Travel Options	\$4,407,000	\$4,407,000
Transit Oriented Development	\$5,777,000	\$5,777,000
Transportation System Management and Operations	\$3,000,000	\$3,000,000
Region travel behavior survey	\$350,000	\$350,000
Next Corridor	\$500,000	\$500,000
Total	\$46,150,000	\$46,150,000

Regional Flexible Fund Allocation: 2010-13

Conditions of Approval

All projects will meet Metro signage and public notification requirements.

Regional Mobility Corridors

NE/SE Twenties Bikeway: NE Lombard - Springwater Trail; The NE/SE Twenties Bikeway funding is conditioned on resolution of the design conflict and safety concern involving narrower than allowed bike lanes. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Black, Hispanic and American Indian/Alaskan native populations in the area.

Westside Trail: Rock Creek Trail to Bronson Creek Trail; Local agency will need to commit additional local funding or reduce scope and cost estimate if the final allocation of funds is less than the amount requested. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the Asian, elderly and disabled, low- income and Hispanic populations in the area.

40-Mile Loop Trail: Blue Lake Park to Sundial Rd; Project shall include a scope revision for an additional 1,200-foot length of trail between the new Reynolds Trail and Harlow Place. This work shall include Preliminary Engineering and construction if able to fit within the project budget. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, and Hispanic populations in the area.

Mixed-Use Area Implementation

102nd Avenue: NE Glisan to E Burnside; City commits to local match adequate to complete project within revised project limits. A revised cost estimate should be completed as soon as possible. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Hispanic, Native American, Black, and Asian populations in the area.

SW Rose Biggi: Hall to Crescent; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, non-English speaking, low-income, Hispanic, and Hawaiian & Pacific Islander populations in the area.

McLoughlin Blvd: Clackamas River Bridge to Dunes Dr.; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, and Hispanic populations in the area.

Red Electric: SW 30th – SW Vermont; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled, low-income, non-English speaking, and Hispanic populations in the area.

Project Development

Willamette Greenway Trail: N Columbia Blvd to Steel Bridge; The scope of the master plan will include consideration of alignment alternatives that avoid or minimize use of Union Pacific railroad property in the vicinity of Albina Yards. Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Black, Hispanic and American Indian/Alaskan native populations in the area.

Council Creek Trail: Banks to Hillsboro; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the low-income, elderly and disabled, Hispanic, American Indian/Alaskan native and Non-English speaking populations in the area.

French Prairie Bridge: Boones Ferry Rd to Butteville Rd; Project will need to include public outreach activities that addresses the unique outreach needs and opportunities of the elderly and disabled populations in the area.

STAFF REPORT

FOR THE PURPOSE OF ALLOCATING \$67.8 MILLION OF REGIONAL FLEXIBLE FUNDING FOR THE YEARS 2012 AND 2013, PENDING AIR QUALITY CONFORMITY DETERMINATION

Date: March 19, 2007

Prepared by: Ted Leybold
503-797-1759

BACKGROUND

The Regional Flexible Fund Allocation for 2010-13 allocates transportation funding to Metro area transportation agencies from two federal grant programs; the Surface Transportation and Congestion Mitigation/Air Quality programs. The Metro region is forecasted to receive \$67.8 million from these sources in the federal fiscal years of 2012 and 2013. Previous allocations have identified projects and programs to receive funds during the Federal fiscal years of 2010 and 2011.

Prior to the application process, an outreach process identified new policy direction for the allocation of these funds. The primary objectives of the program, as adopted by the Metro Council, are:

Process policy objectives:

1. Select projects from throughout the region, however, consistent with federal rules, there is no sub-allocation formula or commitment to a particular distribution of funds to any sub-area of the region.
2. Honor previous funding commitments made by JPACT and the Metro Council.
3. Address air quality requirements by ensuring air quality Transportation Control Measures for pedestrian and bicycle improvements are met and that an adequate pool of CMAQ eligible projects are available for funding.
4. Achieve multiple transportation policy objectives.
5. Allow use of funding for project development and local match of large-scale projects (greater than \$10 million) that compete well in addressing policy objectives when there is a strong potential to leverage other sources of discretionary funding.
6. Encourage the application of projects that efficiently and cost effectively make use of federal funds.
7. Recognize the difference in transportation infrastructure investment needs relative to an areas stage of development (developed, developing, undeveloped) consistent with RTP Table 3.2.

Project and program services policy objectives:

8. Prioritize transportation projects and program services that:
 - a. retain and attract housing and jobs by addressing system gaps or deficiencies to improve multi-modal access in primary 2040 target areas (central city, regional centers, industrial

areas and passenger and freight inter-modal facilities) as the highest priority, secondary areas (employment areas, town centers, main streets, station communities and corridors) as next highest priority, and other areas (inner and outer neighborhoods) as the lowest priority (see table 1 below).

Table 1. 2040 Target Areas and Hierarchy of Design Types

2040 Target Areas		
Primary land-uses	Secondary land-uses	Other urban land-uses
<ul style="list-style-type: none"> • Central city • Regional centers • Industrial areas • Freight and Passenger Intermodal facilities 	<ul style="list-style-type: none"> • Employment areas • Town centers • Station Communities • Corridors • Main Streets 	<ul style="list-style-type: none"> • Inner neighborhoods • Outer neighborhoods

- b. address gaps and deficiencies in the reliable movement of freight and goods on the RTP regional freight system, and transit, pedestrian and bicycle access and inter-modal connections to labor markets and trade areas within or between 2040 target areas (Primary areas are highest priority, Secondary areas are next highest priority, other areas are lowest priority).
- c. provide access to transportation options for underserved populations (low income populations and elderly and people with disabilities).
- d. invest in Transportation System Management and Operations (TSMO) in regional mobility corridors.
- e. address recurring safety issues, including gaps in the bike and pedestrian system.
- f. minimize noise, impervious surfaces, storm-water run-off and other pollution impacts.
- g. reduce and minimize energy consumption, carbon emissions and other air pollution impacts.
- h. the project mode or program service type has no other or limited sources of transportation-related funding dedicated to or available for its use.
- i. efficient and cost effective use of federal funds.

The policy update to the 2010-13 MTIP directed staff to develop a two-step process for the allocation of regional flexible funds. The first step developed a recommendation of funding to region programs prior to solicitation of applications for locally administered projects. Upon receipt and evaluation of local project applications, a recommendation on local projects was developed. The recommendation of funding for both the regional programs and local projects were made available for public comment.

Nine programs were proposed in Step 1 and 26 project applications were received in Step 2, approximately \$105 million in requests. A technical ranking of projects was completed for the project applications within five solicitation categories. This technical analysis, along with qualitative considerations was used to inform a decision process to select a first cut of project and program applications for public comment. Public comments were received for all applications and the first cut list between October 13 and December 1, 2008.

Factors used to develop the narrowing recommendation include: honoring previous funding commitments made by JPACT and the Metro Council, implementation of the program policy objectives including consideration of the technical evaluation and qualitative factors, funding projects throughout the region, and meeting State Implementation Plan requirements for air quality.

ANALYSIS/INFORMATION

- 1. Known Opposition** Public comments were received in support of projects not recommended at this time.
- 2. Legal Antecedents** This resolution allocates transportation funds in accordance with the federal transportation authorizing legislation (currently known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act or SAFETEA). The allocation process is intended to implement the Regional Flexible Fund 2010-13 program policies as defined by Metro Resolution No. 08-3916A.
- 3. Anticipated Effects** Adoption of this resolution would instigate an air quality conformity analysis of the effects of implementing these projects and programs for compliance with the State Implementation Plan for air quality.
- 4. Budget Impacts** Adoption of the resolution would begin staff analysis of the air quality impacts of implementing the list of projects and programs as provided for in the Unified Work Program. Grant funds allocated to Metro planning require a match totaling 10.27% of project costs. The proposed allocation would require approximately \$130,000 of Metro provided match for the Regional Travel Options program over the federal fiscal years 2012 and 2013. This does not include match for funds passed through to local agencies that they are required to provide. Currently, 70% of the Metro match for the RTO program is provided by funds from partner businesses through the Business Energy Tax Credit program. The proposed allocation would also require \$242,186 of Metro match for regional transportation planning activities and \$57,227 of Metro match for Next Corridor planning. Metro would also negotiate with other transportation agencies for responsibility of a portion of \$497,877 of required local match for other regional planning activities over the course of the 2012 – 2013 time period.

RECOMMENDED ACTION

Staff recommends the adoption of Resolution 09-4017.