

Metro | Agenda

MEETING: METRO COUNCIL
DATE: March 4, 2010
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. CONSENT AGENDA

3.1 Consideration of Minutes for the February 25, 2010 Metro Council Regular Meeting.

4. ORDINANCES - SECOND READING

4.1 **Ordinance No. 10-1236**, For the Purpose of Amending the FY 2009-10 Budget and Appropriations Schedule Recognizing New Donations, Transferring Appropriation Authority, Amending the FY 2009-10 through FY 2013-14 Capital Improvement Plan and Declaring an Emergency.

5. RESOLUTIONS

5.1 **Resolution No. 10-4130**, For the Purpose of Amending the 2008-11 Metropolitan Transportation Improvement Program (MTIP) to Add Projects Funded through the State Jobs and Transportation Act (HB 2001). Harrington

5.2 **Resolution No. 10-4131**, For the Purpose of Supporting the City of Tualatin's Increase in the Maximum Idebtedness for the Central Urban Renewal District (CURD). Hosticka

5.3 **Resolution No. 10-4132**, For the Purpose of Submitting to the Metro Council a Proposal for the Investment of \$465,982 from the Metro Tourism Opportunity And Competitiveness Account (MTOCA) For Capital Projects at the Oregon Convention Center. Park

6. CHIEF OPERATING OFFICER COMMUNICATION

7. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for March 4, 2010 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, March 4 (Live)</p>	<p>Portland Channel 30 (CityNet 30) – Portland Community Media www.pcmtv.org – (503) 288-1515 8:30 p.m. Sunday, March 7 2 p.m. Monday, March 8</p>
<p>Gresham Channel 30 – MCTV www.mctv.org – (503) 491-7636 2 p.m. Monday, March 8</p>	<p>Washington County Channel 30 – TVC-TV www.tvctv.org – (503) 629-8534 11 p.m. Saturday, March 6 11 p.m. Sunday, March 7 6 a.m. Tuesday, March 9 4 p.m. Wednesday, March 10</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>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office @ (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 Clerk of the Council to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Clerk of the Council. For additional information about testifying before the Metro Council please go to the Metro website www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Agenda Item Number 3.1

**Consideration of Minutes for the February 25, 2010 Metro Council
Regular Meeting.**

Consent Agenda

Metro Council Meeting
Thursday, March 4, 2010
Metro Council Chamber

Agenda Item Number 4.1

Ordinance No. 10-1236, For the Purpose of Amending the FY 2009-10 Budget and Appropriations Schedule Recognizing New Donations, Transferring Appropriation Authority, Amending the FY 2009-10 through FY 2013-14 Capital Improvement Plan and Declaring an Emergency.

ORDINANCES – SECOND READING
CARRIER NOT ASSIGNED

Metro Council Meeting
Thursday, March 4, 2010
Metro Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2009-10 BUDGET AND) ORDINANCE NO. 10-1236
APPROPRIATIONS SCHEDULE RECOGNIZING)
NEW DONATIONS, TRANSFERRING) Introduced by Michael Jordan, Chief
APPROPRIATION AUTHORITY, AMENDING) Operating Officer, with the concurrence of
THE FY 2009-10 THROUGH FY 2013-14) Council President David Bragdon
CAPITAL IMPROVEMENT PLAN AND
DECLARING AN EMERGENCY

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2009-10 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 2009-10 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 new donations and transferring appropriations to provide for a change in operations.
- 2. That the FY 2009-10 through FY 2013-14 Capital Improvement Plan is hereby amended to include the projects 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 _____ 2010.

David Bragdon, Council President

Attest:

Approved as to Form:

Anthony Andersen, Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Solid Waste Revenue Fund							
Operating Account - Parks & Environmental Services							
Total Personal Services		57.95	\$5,357,868	0.00	\$0	57.95	\$5,357,868
Materials & Services							
<i>GOODS Goods</i>							
5201	Office Supplies		40,514		0		40,514
5205	Operating Supplies		619,410		0		619,410
5210	Subscriptions and Dues		4,762		0		4,762
5214	Fuels and Lubricants		2,702,433		(82,500)		2,619,933
5215	Maintenance & Repairs Supplies		183,697		0		183,697
5225	Retail		84,321		0		84,321
<i>SVCS Services</i>							
5240	Contracted Professional Svcs		975,529		0		975,529
5251	Utility Services		212,207		0		212,207
5260	Maintenance & Repair Services		239,075		0		239,075
5265	Rentals		165,999		0		165,999
5280	Other Purchased Services		310,237		0		310,237
5290	Operations Contracts		26,576,902		0		26,576,902
<i>IGEXP Intergov't Expenditures</i>							
5300	Payments to Other Agencies		500,678		0		500,678
5310	Taxes (Non-Payroll)		500		0		500
5450	Travel		26,135		0		26,135
5455	Staff Development		51,747		0		51,747
Total Materials & Services			\$32,694,146		(\$82,500)		\$32,611,646
TOTAL REQUIREMENTS		57.95	\$38,052,014	0.00	(\$82,500)	57.95	\$37,969,514

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Solid Waste Revenue Fund							
Operating Account - Finance & Regulatory Services							
Total Personal Services		13.00	\$1,386,767	0.00	\$0	13.00	\$1,386,767
<i>Materials & Services</i>							
<i>GOODS Goods</i>							
5201	Office Supplies		20,994		0		20,994
5205	Operating Supplies		1,000		0		1,000
5210	Subscriptions and Dues		4,215		0		4,215
5214	Fuels and Lubricants		22,248		0		22,248
5215	Maintenance & Repairs Supplies		524		0		524
<i>SVCS Services</i>							
5240	Contracted Professional Svcs		612,700		132,500		745,200
5251	Utility Services		11,794		0		11,794
5260	Maintenance & Repair Services		9,659		0		9,659
5280	Other Purchased Services		15,284		0		15,284
<i>OTHEXP Other Expenditures</i>							
5450	Travel		13,583		0		13,583
5455	Staff Development		17,202		0		17,202
Total Materials & Services			\$729,203		\$132,500		\$861,703
TOTAL REQUIREMENTS		13.00	\$2,115,970	0.00	\$132,500	13.00	\$2,248,470

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Solid Waste Revenue Fund							
General Expenses							
Total Interfund Transfers			\$17,478,579		\$0		\$17,478,579
<i>Contingency and Ending Balance</i>							
CONT	Contingency						
5999	Contingency						
	* Operating Account (Operating Contingency)		2,000,000		(50,000)		1,950,000
	* Landfill Closure Account		6,000,151		0		6,000,151
	* Renewal & Replacement Account		3,172,429		0		3,172,429
UNAPP	Unappropriated Fund Balance				0		
5990	Unappropriated Fund Balance				0		
	* General Account (Working Capital)		759,668		0		759,668
	* General Account (Rate Stabilization)		2,429,554		0		2,429,554
	* General Account (Capital Reserve)		4,134,000		0		4,134,000
	* General Account (Undesignated)		0		0		0
	* PERS Reserve		952,502		0		952,502
Total Contingency and Ending Balance			\$19,448,304		(\$50,000)		\$19,398,304
TOTAL REQUIREMENTS		92.95	\$90,569,585	0.00	\$0	92.95	\$90,569,585

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Smith & Bybee Wetlands Fund							
<i>Materials & Services</i>							
SVCS	Services						
5240	Contracted Professional Svcs		125,000		0		125,000
5250	Contracted Property Svcs		141,740		(45,000)		96,740
Total Materials & Services			\$266,740		(\$45,000)		\$221,740
<i>Interfund Transfers</i>							
INTCHG	Internal Service Transfers						
5820	Transfer for Direct Costs						
	* to General Fund-Regional Parks		124,899		45,000		169,899
Total Interfund Transfers			\$124,899		\$45,000		\$169,899
<i>Contingency and Ending Balance</i>							
CONT	Contingency						
5999	Contingency		200,000		0		200,000
UNAPP	Unappropriated Fund Balance						
5990	Unappropriated Fund Balance						
	* Ending Balance		3,808,549		0		3,808,549
Total Contingency and Ending Balance			\$4,008,549		\$0		\$4,008,549
TOTAL REQUIREMENTS			\$4,400,188	0.00	\$0		\$4,400,188

**Exhibit A
Ordinance No. 10-1236**

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenses							
<i>Contingency & Unappropriated Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency						
	* Contingency		2,895,683		0		2,895,683
	* Reserved for Future Planning Needs		55,580		0		55,580
	* Reserved for Future Election Costs		183,411		0		183,411
	* Reserved for Nature in Neigh Grants		342,500		0		342,500
	* Reserved for Active Transportation Partnerships		176,100		0		176,100
	* Reserved for Climate Change		47,500		0		47,500
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,352,000		0		2,352,000
	* Reserved for Future Years		0		45,000		45,000
	* PERS Reserve		3,759,384		0		3,759,384
	* Computer Replacement Reserve (Planning)		90,000		0		90,000
	* Tibbets Flower Account		50		0		50
	* Reserved for Future Natural Areas Operations		804,460		0		804,460
	* Reserved for Local Gov't Grants (CET)		5,851		0		5,851
	* Reserved for Future Planning Needs		27,575		0		27,575
	* Debt Reserve for Full Faith & Credit Bonds		2,000,000		0		2,000,000
	* Reserve for Future Debt Service		2,676,806		0		2,676,806
Total Contingency & Unappropriated Balance			\$15,416,900		\$45,000		\$15,461,900
TOTAL REQUIREMENTS		452.26	\$104,755,967	0.00	\$45,000	452.26	\$104,800,967

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
Metro Capital Fund							
Resources							
BEGBAL	Beginning Fund Balance						
3500	* Prior year ending balance		5,628,067		0		5,628,067
	* Restricted Parks Capital Reserve (Mult. Cty)		5,621		0		5,621
GRANTS	Grants						
INTRST	Interest Earnings						
4700	Interest on Investments		76,851		0		76,851
DONAT	Contributions from Private Sources						
4750	Donations and Bequests		1,200,000		0		1,200,000
CAPGRT	Capital Contributions & Donations						
4755	Capital Contributions & Donations		0		53,953		53,953
LOANRV	Interfund Loan - Resource						
4960	Interfund Loan-from Solid Waste		10,650,000		0		10,650,000
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from General Fund (Regional Parks)		49,000		0		49,000
	* from General Fund		90,000		0		90,000
TOTAL RESOURCES			\$17,699,539		\$53,953		\$17,753,492
Total Personal Services		1.00	\$143,492	0.00	\$0	1.00	\$143,492
Capital Outlay							
CAPNON	Capital Outlay (non-CIP Projects)						
5710	Improve-Oth thn Bldg		53,000		0		53,000
5750	Office Furniture & Equip		99,000		0		99,000
CAPCIP	Capital Outlay (CIP Projects)						
5710	Improve-Oth thn Bldg		9,923,748		0		9,923,748
5730	Exhibits and Related		2,700,000		53,953		2,753,953
5740	Equipment & Vehicles		250,000		0		250,000
5750	Office Furniture & Equip		197,900		0		197,900
5760	Railroad Equip & Facil		60,000		0		60,000
Total Capital Outlay			\$13,283,648		\$53,953		\$13,337,601
Total Interfund Transfers			\$907,080		\$0		\$907,080
Contingency & Unappropriated Balance							
CONT	Contingency						
5999	Contingency						
	* General contingency		2,976,986		0		2,976,986
UNAPP	Unappropriated Fund Balance						
5990	Unappropriated Fund Balance						
	* PERS Reserve		6,647		0		6,647
	* MRC Capital Projects		20,000		0		20,000
	* Oxbow Park Nature Center Account		361,686		0		361,686
Total Contingency & Unappropriated Balance			\$3,365,319		\$0		\$3,365,319
TOTAL REQUIREMENTS		1.00	\$17,699,539	0.00	\$53,953	1.00	\$17,753,492

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Renewal & Replacement Fund							
Renewal & Replacement							
<i>Resources</i>							
BEGBAL	Beginning Fund Balance						
3500	* Prior year ending balance		6,379,524		0		6,379,524
GRANTS	Grants						
4100	Federal Grants-Direct		500,000		0		500,000
4110	State Grants-Direct		712,500		0		712,500
INTRST	Interest Earnings						
4700	Interest on Investments		216,559		0		216,559
CAPGRT	Capital Contributions & Donations						
4755	Capital Contributions & Donations		0		32,000		32,000
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from Solid Waste Revenue Fund		15,503		0		15,503
	* from General Fund (Regional Parks)		200,000		0		200,000
	* from General Fund-IT R&R		253,329		0		253,329
	* from General Fund-MRC R&R		405,000		0		405,000
	* from General Fund-Gen'l R&R		537,233		0		537,233
	* from Metro Capital Fund		799,410		0		799,410
TOTAL RESOURCES			\$10,019,058		\$32,000		\$10,051,058
<i>Materials & Services</i>							
GOODS	Goods						
5201	Office Supplies		108,615		(49,000)		59,615
5205	Operating Supplies		17,371		0		17,371
SVCS	Services						
5260	Maintenance & Repairs Services		76,500		0		76,500
CAPMNT	Capital Maintenance						
5261	Capital Maintenance - CIP		392,040		314,011		706,051
5262	Capital Maintenance - Non-CIP		283,972		0		283,972
OTHEXP	Other Expenditures						
Total Materials & Services			\$878,498		\$265,011		\$1,143,509
<i>Capital Outlay</i>							
CAPNON	Capital Outlay (non-CIP Projects)						
5740	Equipment & Vehicles		10,612		0		10,612
CAPCIP	Capital Outlay (CIP Projects)						
5710	Improve-Oth thn Bldg		1,749,940		0		1,749,940
5720	Buildings & Related		490,887		0		490,887
5730	Exhibits and Related		8,856		0		8,856
5740	Equipment & Vehicles		911,422		32,000		943,422
5750	Office Furniture & Equip		190,840		0		190,840
5760	Railroad Equip & Facil		22,851		0		22,851
Total Capital Outlay			\$3,385,408		\$32,000		\$3,417,408

Exhibit A
Ordinance No. 10-1236

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Renewal & Replacement Fund							
Renewal & Replacement							
<i>Contingency & Unappropriated Balance</i>							
CONT	<i>Contingency</i>						
5999	Contingency						
	* General contingency		2,753,015		(265,011)		2,488,004
UNAPP	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Renewal & Replacement - Gen'l		3,002,137		0		3,002,137
Total Contingency & Unappropriated Balance			\$5,755,152		(\$265,011)		\$5,490,141
TOTAL REQUIREMENTS		0.00	\$10,019,058	0.00	\$32,000	0.00	\$10,051,058

Exhibit B
Ordinance 10-1236
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL FUND			
Communications	2,321,216	0	2,321,216
Council Office (includes COO & Strategy Center)	3,408,277	0	3,408,277
Finance & Regulatory Services	3,334,056	0	3,334,056
Human Resources	1,904,090	0	1,904,090
Information Services	3,170,764	0	3,170,764
Metro Auditor	669,433	0	669,433
Office of Metro Attorney	1,995,694	0	1,995,694
Oregon Zoo	27,636,683	0	27,636,683
Parks & Environmental Services	6,923,162	0	6,923,162
Planning and Development	17,862,860	0	17,862,860
Research Center	4,279,363	0	4,279,363
Sustainability Center	4,667,247	0	4,667,247
Former ORS 197.352 Claims & Judgments	100	0	100
Special Appropriations	4,721,292	0	4,721,292
Non-Departmental			
Debt Service	1,472,340	0	1,472,340
Interfund Transfers	4,972,490	0	4,972,490
Contingency	3,700,774	0	3,700,774
Unappropriated Balance	11,716,126	45,000	11,761,126
Total Fund Requirements	\$104,755,967	\$45,000	\$104,800,967
GENERAL RENEWAL AND REPLACEMENT FUND			
Renewal & Replacement Program	4,263,906	297,011	4,560,917
Non-Departmental			
Contingency	2,753,015	(265,011)	2,488,004
Unappropriated Balance	3,002,137	0	3,002,137
Total Fund Requirements	\$10,019,058	\$32,000	\$10,051,058
METRO CAPITAL FUND			
Capital Program	13,427,140	53,953	13,481,093
Non-Departmental			
Interfund Transfers	907,080	0	907,080
Contingency	2,976,986	0	2,976,986
Unappropriated Balance	388,333	0	388,333
Total Fund Requirements	\$17,699,539	\$53,953	\$17,753,492
SMITH AND BYBEE LAKES FUND			
Parks & Environmental Services	266,740	(45,000)	221,740
Non-Departmental			
Interfund Transfers	124,899	45,000	169,899
Contingency	200,000	0	200,000
Unappropriated Balance	3,808,549	0	3,808,549
Total Fund Requirements	\$4,400,188	\$0	\$4,400,188

Exhibit B
Ordinance 10-1236
Schedule of Appropriations

	<u>Current Appropriation</u>	<u>Revision</u>	<u>Revised Appropriation</u>
SOLID WASTE REVENUE FUND			
Operating Account			
Finance & Administrative Services	2,115,970	132,500	2,248,470
Sustainability Center	8,076,135	0	8,076,135
Parks & Environmental Services	38,052,014	(82,500)	37,969,514
Subtotal	<u>48,244,119</u>	<u>50,000</u>	<u>48,294,119</u>
Landfill Closure Account			
Parks & Environmental Services	2,250,783	0	2,250,783
Subtotal	<u>2,250,783</u>	<u>0</u>	<u>2,250,783</u>
Renewal and Replacement Account			
Parks & Environmental Services	1,770,000	0	1,770,000
Subtotal	<u>1,770,000</u>	<u>0</u>	<u>1,770,000</u>
General Account			
Parks & Environmental Services	1,377,800	0	1,377,800
Subtotal	<u>1,377,800</u>	<u>0</u>	<u>1,377,800</u>
General Expenses			
Interfund Transfers	17,478,579	0	17,478,579
Contingency	11,172,580	(50,000)	11,122,580
Subtotal	<u>28,651,159</u>	<u>(50,000)</u>	<u>28,601,159</u>
Unappropriated Balance	8,275,724	0	8,275,724
Total Fund Requirements	<u>\$90,569,585</u>	<u>\$0</u>	<u>\$90,569,585</u>
TOTAL BUDGET	<u>\$463,174,505</u>	<u>\$130,953</u>	<u>\$463,305,458</u>

All other appropriations remain as previously adopted

**EXHIBIT C
Ordinance 10-1236**

Capital Project Request - Project Detail

Project Title:	Red Ape Reserve "Orangutan"			Fund:	Zoo Capital Projects Fund			
Project Status:	Incomplete	Funding Status:	Funded	FY First Authorized:	2007-08		Department:	Oregon Zoo
Project Number	ZPR12	Active:	<input checked="" type="checkbox"/>	Dept. Priority:	2		Facility:	Zoo Visitor Experience
Division:	Construction Maintenance			Date:	12/4/2006		Cost Type:	Facilities
Source Of Estim	Preliminary	Source:		Start Date:	7/07		Prepared By:	Craig Stroud
Type of Project:	New	Request Type	Initial	Completion Date:	6/11			

Project Estimates	Actual	Budget/Est	Prior						
Capital Cost:	Expend	2009-2010	Years	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Total
Design and Engineering	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Construction	\$2,233,754	\$1,020,199	\$3,253,953	\$350,000	\$0	\$0	\$0	\$0	\$3,603,953
Project Contingency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
1% for Art	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total:	\$2,233,754	\$1,020,199	\$3,253,953	\$350,000	\$0	\$0	\$0	\$0	\$3,603,953

Funding Source:

Fund Balance - Renewal and Replacement	\$0	\$445,000	\$445,000	\$0	\$0	\$0	\$0	\$0	\$445,000
Fund Balance - Capital Reserve	\$1,748,629	\$440,000	\$2,188,629	\$350,000	\$0	\$0	\$0	\$0	\$2,538,629
Donations	\$485,125	\$135,199	\$620,324	\$0	\$0	\$0	\$0	\$0	\$620,324
Total:	\$2,233,754	\$1,020,199	\$3,253,953	\$350,000	\$0	\$0	\$0	\$0	\$3,603,953

Annual Operating Budget Impact

Annual Revenues				\$205,382	\$156,064	\$118,568	\$90,066	\$68,404	\$1,043,844
Annual Expenditures									
Materials and Services				\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$102,000
Subtotal, Expenditures:				\$17,000	\$17,000	\$17,000	\$17,000	\$17,000	\$102,000
Net Operating Contribution (Cost):				\$188,382	\$139,064	\$101,568	\$73,066	\$51,404	\$941,844

Project Description / Justification:	Estimated Useful Life (yrs):	20	First Full Fiscal Year of Operation:	2011-12
---------------------------------------------	-------------------------------------	----	---------------------------------------------	---------

Construction of a new indoor exhibit, the construction of new holding/shift rooms, and the renovation of existing outdoor exhibits. The Oregon Zoo Foundation donated \$438,725 and the American Association of Zoo Keepers is donating \$46,400 designated for use in this exhibits construction.

**EXHIBIT C
Ordinance 10-1236**

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 Estimat: **Source:** **Start Date:** **Date:** **Cost Type:**

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

Project Estimates		Actual	Budget/Est	Prior						
Capital Cost:		Expend	2009-2010	Years	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Total
Construction		\$0	\$600,000	\$600,000	\$50,000	\$250,000	\$0	\$0	\$0	\$900,000
Total:		\$0	\$600,000	\$600,000	\$50,000	\$250,000	\$0	\$0	\$0	\$900,000
Funding Source:										
Fund Balance - Renewal and Replacement		\$0	\$600,000	\$600,000	\$50,000	\$250,000	\$0	\$0	\$0	\$900,000
Total:		\$0	\$600,000	\$600,000	\$50,000	\$250,000	\$0	\$0	\$0	\$900,000

Annual Operating Budget Impact

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

Parks and Environmental Services (PES) has had to increase the scope of the parking garage project due to the necessity to upgrade it to meet health and safety requirements. The project was originally budgeted for \$125,000 in the current year; however the new budget in Fiscal Year 2009-10 is \$600,000 with construction to begin immediately. In order to meet the increased appropriations need, PES will be using \$112,979 that was carried forward for various projects from prior years, \$49,000 for phones and \$48,010 for copy machines that will not be purchased in the current year. The remaining \$265,011 will need to come from the Renewal and Replacement Fund contingency. There are two more items that will be completed in 2010-11 and 2011-12 that will bring the total project cost over three years to \$900,000. The parking garage currently brings in over \$320,000 a year in net revenue and is an integral part of the value of the building making it essential to expend the money to maintain the asset and meet health and safety requirements.

**EXHIBIT C
Ordinance 10-1236**

Capital Project Request - Project Detail

Project Title:	Domain Integration			Fund:	General Fund Capital Fund - 612		
Project Status:	Incomplete	Funding Status:	Funded	FY First Authorized:	2009-10	Department:	Information Services
Project Number	TEMP391	Active:	<input checked="" type="checkbox"/>	Dept. Priority:	0	Facility:	Information Services
Source Of Estimat	Preliminary	Source:		Start Date:	2/10	Date:	2/16/2010
Cost Type:	Equipment						
Type of Project:	New	Request Type	Initial	Completion Date:	6/11	Prepared By:	Rachel Coe

Project Estimates	Actual	Budget/Est	Prior						
Capital Cost:	Expend	2009-2010	Years	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	Total
Construction	\$0	\$60,000	\$60,000	\$40,000	\$0	\$0	\$0	\$0	\$100,000
Total:	\$0	\$60,000	\$60,000	\$40,000	\$0	\$0	\$0	\$0	\$100,000

Funding Source:

Fund Balance - Capital Reserve	\$0	\$60,000	\$60,000	\$40,000	\$0	\$0	\$0	\$0	\$100,000
Total:	\$0	\$60,000	\$60,000	\$40,000	\$0	\$0	\$0	\$0	\$100,000

Annual Operating Budget Impact

Project Description / Justification:	Estimated Useful Life (yrs):	10	First Full Fiscal Year of Operation:	2011-12
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In February 2010, a recommendation was made to the MERC-Metro Best Business Practices Steering Committee to complete an integration of each area's separate computer network domain into a single domain. After examining major infrastructure pieces of both networks, the workgroup found that the systems and services in both networks overlapped and were of a similar enough nature that integration was not only possible, but also required as a first step towards incorporating other systems and business processes.

The combining of networks was seen as a lynchpin to combining and leveraging other systems and taking advantage of future efficiencies. These efficiencies include the sharing of email system calendaring and resource functionality, contact lists, web load balancing capabilities, storage and backup system capability as well as shared administration of the network. This capital project would include necessary server system upgrades and consulting services to architect and complete integration of the domains.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 10-1236 AMENDING THE FY 2009-10 BUDGET AND APPROPRIATIONS SCHEDULE RECOGNIZING NEW DONATIONS, TRANSFERRING APPROPRIATION AUTHORITY, AMENDING THE FY 2009-10 THROUGH FY 2013-14 CAPITAL IMPROVEMENT PLAN AND DECLARING AN EMERGENCY

Date: February 12, 2010

Presented by: Margo Norton, 503-797-1934
Joanne Ossanna, 503-220-5705
Tim Collier, 503-797-1913

BACKGROUND

Since the adoption of the budget several items have been identified that necessitate amendment to the budget. Each action will be discussed separately below.

Grabhorn vs Metro litigation

The Office of Metro Attorney has engaged outside legal counsel to represent Metro in the matter of *Grabhorn vs Metro*, a case arising out of Metro's denial in 2008 of a variance to exempt Lakeside Landfill from the provisions of the new enhanced dry waste recovery program. Originally scheduled to be heard in federal court in April 2010, the case has now been postponed to October 2010. OMA estimates that the cost of the litigation may reach \$100,000. The purpose of this amendment is to appropriate \$50,000 in FY 2009-10 for pre-trial work. An additional \$30,000 will be appropriated in the FY 2010-11 budget with \$20,000 set aside in contingency, should the case proceed to trial.

After discussion with OMA and other Solid Waste programs, we propose that the appropriation be placed in Finance and Regulatory Services in the Policy and Compliance Program. The underlying focus of the suit is a challenge to Metro policy. As the suit is an unanticipated expense, the use of contingency is appropriate.

Solid Waste Information System

In response to a recent Metro auditor's report and at the direction of the Deputy COO, Information Services and Finance and Regulatory Services have begun an analysis of the tax and fee collection and reporting systems. Presently, the solid waste information system is comprised of 30 databases each requiring separate maintenance and isolating data required for consolidated reporting and research. The primary goal of the project is to consolidate these databases in single database and apply it to re-design business processes and reporting, resulting in improved organizational efficiency and accuracy. Staff time will be redirected from the chore of administering the system to higher value activities of analysis and monitoring.

The desired outcome of the project is to implement a state of the art system of data collection and reporting to support Metro's responsibility to collect regional system fees and excise taxes from privately owned solid waste facilities, monitor compliance with regulatory requirements of licensees and franchisees and manage compliance with the non-financial obligations of the long-term waste disposal contract.

Phase I engages a consultant to assist staff in assessing the vulnerabilities of the current system, preparing a requirements analysis for an improved system and estimating costs to achieve the desired outcomes. As

a feasibility study, Phase I is an operational cost (materials and services) that may result in a new capital project. An amendment to the Capital Improvements Plan accompanies the budget action in accordance with Metro's capital policies. Phase II, the capital project, will commence in July 2010 if approved in the FY 2010-11 budget.

Phase I will be funded from existing appropriations by transferring fuel savings in Parks and Environmental Services operations in the Solid Waste Fund to Finance and Regulatory Services Policy and Compliance also within the Solid Waste Fund. Fuel savings are available because the fuel prices through the second quarter remain below the estimated cost per gallon. A consultant contract for approximately \$75,000 has been awarded. The budget amendment includes a 10% contingency in the event that additional work is required by the project sponsor. Phase I will provide an estimated cost for Phase II. Early order of magnitude estimates prior to the completion of Phase I suggest a significant project in the range of \$750,000 - \$1,500,000. Using a refined estimate from Phase I, we will be able to develop the business case and propose the most effective funding plan as part of the FY 2010-11 budget.

Correction of Reimbursement from Smith & Bybee Wetlands Fund

The Smith & Bybee Wetlands Fund anticipates an annual transfer to the General Fund to reimburse Parks & Environmental Services for stewardship and education enrichment expenditures incurred at the facility. Due to a vacancy in a key finance position for the department this reimbursement was inadvertently overlooked at the end of FY 2008-09. This action seeks correct the oversight in FY 2009-10. It transfers \$45,000 of existing appropriation authority from materials & services to interfund transfers to provide additional reimbursement authority in the current fiscal year.

Oregon Zoo Donations

The Oregon Zoo received restricted donations totaling \$67,000 from The Oregon Zoo Foundation (Foundation), \$9,730 from the American Association of Zoo Keepers Portland Chapter (AAZK), \$5,224 from Stryker Construction, \$3,539 from Portland Fence and \$460 from Anderson Roofing for FY 2009-10 that were not forecast when the budget was presented and adopted. Of these donations \$53,953 is for the Red Ape Reserve project and \$32,000 is for purchasing green vehicles. This ordinance recognizes the new revenues and increases expenditure authority for the purposes described below.

Red Ape Reserve Project - The Red Ape Reserve project constructs a new Orangutan exhibit as part of the primates building. The primates building, constructed in 1959, has undergone significant renovations in the past five years. Following the theme "Forests of the World", the zoo has been transforming the building, in phases, from a mid-century relic to a state-of-the-art, naturalistic experience for visitors and animals. The Red Ape Reserve continues the transformation, becoming the cornerstone exhibit for the Asian forest wing of the building and housing the zoo's orangutans and gibbons. The exhibit is scheduled to open to the public during the 2010 summer.

The adopted Capital Improvement Plan (CIP) includes the Red Ape Reserve project with a total cost of \$3,550,000. The Foundation donated \$35,000, AAZK donated \$9,730 in materials and services, Stryker Construction donated \$5,224 in materials and services, Portland Fence donated \$3,539 in materials and services and Anderson Roofing donated \$460 in materials and services for use in the exhibits construction and finish elements. These donations will assist with higher than forecast construction costs. This ordinance recognizes the revenue and capital outlay in the Capital Fund, as well as amends the CIP to increase the Red Ape Reserve total project cost to \$3,603,953.

Green Vehicle - The Foundation is donating \$32,000 to replace gas vehicles with electric that emphasizes sustainability and green environmental practices. These vehicles will promote the Oregon Zoo and the vehicle's green environmental aspects. This ordinance recognizes the revenue and capital outlay in the Renewal and Replacement Fund.

Metro Regional Center Parking Garage

It has been necessary to increase the scope of the parking garage project in order to meet health and safety requirements for the facility. The project was originally budgeted at \$125,000 in the current fiscal year. The revised budget for FY 2009-10 is now \$900,000 with construction to begin immediately. To meet the increased appropriations requirements Parks and Environmental Services will utilize \$112,979 carried forward from prior years for several projects; \$49,000 originally anticipated for the replacement of phones; and \$48,010 for copy machines that will not be purchased in the current year. The remaining \$265,011 will be transferred from the Renewal and Replacement fund contingency. Two more items will be completed in FY 2010-11 and FY 2011-12 bringing the total project cost over the three years to \$900,000. This action also amends the five-year Capital Improvement Plan.

The parking garage currently brings in over \$320,000 a year in net revenue and is an integral part of the value of the building. It is essential to expend the money to maintain the asset and meet health and safety requirements. Metro remains at the lower end of neighborhood parking fees, both daily and monthly. Considering the sizeable investment we will be making in the parking structure, we are currently anticipating a parking fee increase as soon as repairs allow reopening of the garage.

Capital project request for integration of MERC and Metro domains

In February 2010, a recommendation was made to the MERC-Metro Best Business Practices Steering Committee to complete an integration of each area's separate computer network domain into a single domain. After examining major infrastructure pieces of both networks, the workgroup found that the systems and services in both networks overlapped and were of a similar enough nature that integration was not only possible, but also required as a first step towards incorporating other systems and business processes.

The combining of networks was seen as a lynchpin to combining and leveraging other systems and taking advantage of future efficiencies. These efficiencies include the sharing of email system calendaring and resource functionality, contact lists, web load balancing capabilities, storage and backup system capability as well as shared administration of the network. This capital project would include necessary server system upgrades and consulting services to architect and complete integration of the domains.

This request seeks approval of this project and the modification of the FY 2009-10 through FY 2013-14 Capital Improvement Plan. No additional spending authority is needed. Existing funding of \$100,000 will be redeployed from a planned project considered to be of lower priority at this time. Approximately \$60,000 will be expended in the current fiscal year with \$40,000 carried forward to FY 2010-11.

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. 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 provides for unanticipated changes in operations as described above; corrects a technical oversight from last fiscal year; recognizes new donations for specific capital projects; and allows us to remedy structural health and safety issues related to the Metro Regional Center Parking Garage.
4. **Budget Impacts:** This action has the following impact on the FY 2009-10 annual budget:
 - recognizes \$85,953 in new donations received by the Oregon Zoo for specific projects related to the Red Ape Reserve and the replacement of gas powered vehicles with electric powered green vehicles;
 - corrects an oversight from FY 2008-09 in a reimbursement payment from the Smith & Bybee Wetlands Fund;
 - provides for unanticipated changes in solid waste programs by increasing appropriations a total of \$132,500 funded by an \$82,500 reduction in existing appropriations for fuel and a \$50,000 transfer from the Solid Waste Revenue Fund contingency; and
 - transfers \$265,011 from the Renewal & Replacement Fund for the Metro Regional Center Parking Garage in order to meet health & safety requirements.

The upgraded scope of work for the Metro Regional Center Parking Garage identifies a total three-year project cost of \$900,000 with \$600,000 to be spent in the current fiscal year. An additional budget commitment of \$300,000 will be required during FY 2010-11 and FY 2011-12 to complete the work outlined in the upgraded scope of work.

Also, Phase 1 of the Solid Waste Information System project will result in an estimate for Phase II implementation. Early estimates provided prior to the completion of Phase I suggest a significant budget commitment in the range of \$750,000 - \$1,500,000. Upon completion of Phase I a business case will be developed and the most effective funding plan will be proposed for inclusion in the FY 2010-11 budget.

The FY 2009-10 through FY 2013-14 Capital Improvement Plan is also amended to reflect changes in the Red Ape Reserve project, the Metro Regional Center Parking Garage project, and the integration of MERC and Metro domains.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Agenda Item Number 5.1

Resolution No. 10-4130, For the Purpose of Amending the 2008-11
Metropolitan Transportation Improvement
Program (MTIP) to Add Projects Funded through the
State Jobs and Transportation Act (HB 2001).

RESOLUTIONS
COUNCILOR HARRINGTON

Metro Council Meeting
Thursday, March 4, 2010
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2008-) RESOLUTION NO. 10-4130
11 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Councilor Kathryn Harrington
PROJECTS FUNDED THROUGH THE STATE)
JOBS AND TRANSPORTATION ACT (HB 2001))

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, in 2009 the State passed the Jobs and Transportation Act (HB 2001) to provide funding to transportation projects, several of which are located in the Metro region; and

WHEREAS, the projects and funding must be incorporated into the MTIP so that ODOT can begin design and construction of the projects; and

WHEREAS, these changes to programming for these projects has been determined through inter-agency consultation to be in conformity with the State Implementation Plan for air quality as described in Exhibit A; and

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the programming of the 2008-11 Metropolitan Transportation Improvement Program to include the projects as shown in Exhibit B.

ADOPTED by the Metro Council this ____ day of March 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A

Air Quality Conformity Analysis for Resolution No. 10-4130

Air Quality Analysis Report – Regional “Burden” Analysis ODOT Jobs and Transportation Act Projects in the Metro Area January 2010

Overview and Issue

The Clean Air Act and other federal and state of Oregon transportation and air quality regulations require that transportation projects of regional significance be assessed for their air quality impact. Proposed project emissions are added to the emissions generated from the use of the existing surface transportation system (the road system as well as fixed guideway systems, like light rail) as well as all transportation projects that are planned (known as the “financially constrained” system) to estimate total future emission levels.

Currently, the Metro area complies with all current federal and state air quality standards. However, as in the past the region did exceed Carbon Monoxide (CO) standards, the region is required to comply with a maintenance plan that contains methods to manage CO, including monitoring projected future levels of transportation generated emissions of CO. A “motor vehicle emission budget”, or maximum CO emission level from the area’s transportation system, has been determined by the Oregon Department of Environmental Quality and the US Environmental Protection Agency. Projected region-wide CO emissions may not exceed the motor vehicle emission budget for CO. Air quality must be checked for future conditions to the end year of the transportation plan – in this case, the year 2035. This analysis and comparison is known as the regional burden analysis.

ODOT has proposed to add seven projects to the region’s system. These new additions have been determined to be regionally significant and have not been assessed previously for their air quality impact. This report provides a summary of the region-wide burden analysis performed for these projects in order for them to be considered for addition to the Metro Regional Transportation Plan (RTP) and Metropolitan Transportation Improvement Program (MTIP).

Comment Period and Contact

A 30 day period for public and technical comment is provided prior to consideration of amending the RTP and MTIP to add these projects. The comment period is from January 22, 2010 to February 22, 2010. Comments or questions may be directed to: Mark Turpel at Metro as follows: mark.turpel@oregonmetro.gov, or (503) 797-1734 or via mail service at Metro, 600 NE Grand Avenue, Portland, OR 97232.

Proposed Projects

These projects include the following new or revised projects:

US Highway 26: Cornell to Shute Road (a segment of RTP Project # 11124) – project increases lane capacity from 2 to 3 lanes in each direction between Shute Road and Cornell Road.

Design update from Conformity Model Assumptions: adds 1 lane each direction (capacity increases from 4,000 vehicles per hour to 6,000) under the overcrossing structure at Cornell Road and changes the timing of project from the 2035 model year to year 2017, (RTP project was modeled as though additional freeway lanes were to be auxiliary lanes between interchanges and not extended under the overcrossing).

US Highway 26: Shute Road/Helvetia Road interchange (RTP Project # 10600) – There were no changes in vehicle capacity at the interchange assumed in the travel demand model associated with this project.

Design update from Conformity Model Assumptions: add a southbound exit auxiliary lane on Shute Road overcrossing and an additional northbound through travel lane on Shute Road overcrossing and lengthening the existing northbound right-turn lane on Shute Road to eastbound US26.

Interstate 5 @ I-205 interchange (a new element of RTP Project #10872) – The original RTP project is to add a lane to the I-205 southbound to I-5 southbound interchange to the Norwood Road overcrossing. This project is currently beginning construction.

This new project element would provide a similar additional lane for the I-5 to I-205 northbound movement. There were no vehicle capacity assumptions in the project associated with this new element of the RTP project. This new project is a part of the improvements included in the project definition of the I-5/99W connector in the current update process of the RTP.

Design update from Conformity Model Assumptions: add a new lane northbound on I-5 between the Norwood Road overcrossing of I-5 and I-5/I-205 interchange that is a dedicated exit lane to I-205 northbound.

Sellwood Bridge/Oregon Highway 43 intersection (RTP Project # 10414) - Rebuild the Sellwood Bridge. RTP conformity was for PE only so no change from base condition was what was modeled for conformity.

Design update from Conformity Model Assumptions: allow buses and trucks to use the structure (though no additional lanes/motor vehicle volume capacity would be added) and revise the link connection design on the western Sellwood Bridge/Highway 43 intersection to reflect the current preferred intersection design.

Oregon Highway 213 @ Washington Street intersection (RTP Project # 10868) – Project is to convert Washington Street crossing from at-grade crossing to grade separated.

Design update from Conformity Model Assumptions: A local street connection of Agnes Avenue to Washington Street near the intersection is eliminated for access control and reflecting a new property development agreement. Turn lanes are added on Washington Street at the intersection with OR 213 that adds some vehicle capacity.

I-84 @ Marine Drive/Frontage Road/257th (update to RTP Project # 10871) – funded project increases the capacity of the I-84 east-bound off-ramp and the South Frontage Road by adding an additional queuing lane to the off-ramp and a third through travel lane to the Frontage Road.

Design update from Conformity Model Assumptions: revise the model capacity to reflect the additional vehicle capacity of the ramp and Frontage Road. (changes capacity of the eastbound off-ramp from 1000 vehicles per hour capacity to 1,400 and the capacity of the South Frontage Road from 1,400 to 1,800). The third through travel lane on the Frontage Road is a substitution

for constructing a parallel “Backage Road” to the south of the Frontage Road between the exit ramp and 257th Avenue (RTP project #10871).

Sunrise Corridor (Phase of RTP Project # 10869) – Project as proposed is to construct a 4-lane limited access highway between 82nd and 122nd Avenues with associated reconfiguration of local street network connections. The project modeled and conformed as part of the RTP is an 8-lane (2 as auxiliary lanes) build out of the highway in this segment.

Design update from Conformity Model Assumptions: reduce the modeled capacity of future transportation investments from 8,000 vehicles per hour to 4,000 for a segment east of I-205 between SE 82nd Avenue and SE 122nd Avenue.

Air Quality Conformity Determination Results and Conclusion

In the table below the results of using the MOBILE6.2 air quality model in conjunction with the Metro Travel Forecast Model show the projection of total future CO emissions for the Metro region, including the seven proposed JTA projects.

Air Quality Analysis Results for Metro Portland Area - Carbon Monoxide in Pounds, Daily (winter)

Year	Projected Carbon Monoxide Emissions from Metro RTP Transportation Network (including all 7 proposed JTA projects)	Motor Vehicle Emission Budget (Maximum emissions from transportation)
2017	706,880	1,181,341
2035	834,090	1,181,341

These results show that the Metro region, with the addition of the seven JTA projects, will continue to meet CO air quality standards in the future to at least the year 2035.

Exhibit B

**2008-11 Metropolitan Transportation Improvement Program
Table 4.1.1 amendments**

I-205 @ OR 213 Interchange (Oregon City)

Existing Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010	2011
Oregon City	14866	I-205 @ OR 213 Interchange (Oregon City)	Planning and preliminary design work for I-205 interchange at OR213 and arterial connections to OR213 to/through north portion of Oregon City regional center.	HPP (Fed earmark),	PE	\$2,300,000			

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2010	2011
Oregon City	14866	I-205 @ OR 213 Interchange (Oregon City)	Planning and preliminary design work for I-205 interchange at OR213 and arterial connections to OR213 to/through north portion of Oregon City regional center.	HPP (Fed earmark),	PE	\$2,300,000			
Oregon City	TBD	OR213 @ Washington Street	Grade-separate Washington Street intersection to OR213 with associated turn lanes on OR213 to improve safety and increase vehicular access to north end of Oregon City regional center.	State JTA earmark	Con				\$22,000,000

US26 @ Shute Road Interchange

No Existing Programming

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012 (information only - not part of current amendment – will propose adding to 2010-13 MTIP)
ODOT	TBD	US26 @ Shute Road Interchange	Design and construct modifications to the Shute Road interchange and overcrossing of US26 (Sunset Hwy) north of Hillsboro.	State JTA earmark	PE	\$8,100,000		
					Right-of-way		\$15,750,000	
					Construction			\$21,150,000

I-84 @ Marine Drive/257th Avenue Interchange

No Existing Programming

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2010	2011	2012 (information only - not part of current amendment – will propose adding to 2010-13 MTIP)
ODOT	TBD	I-84 @ Marine Drive/257 th Avenue Interchange	Design and construct modifications to the eastbound I-84 to Marine Drive/257 th Avenue interchange and widen the eastbound frontage road to three lanes with right turn bays between Marine Drive and 257 th Avenue in Troutdale.	State JTA earmark	PE	\$4,320,000		
					Construction			\$19,680,000

I-5 @ I-205 Northbound Interchange

No Existing Programming

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2011	2011
ODOT	TBD	I-5 @ I-205 Northbound Interchange	Add auxiliary lane on I-5 northbound to create a two-lane exit to I-205 northbound.	State	PE	\$1,320,000	
				JTA earmark	Construction		\$9,680,000

Sellwood Bridge @ OR43

Existing Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009
Multnomah County	13762	Sellwood Bridge @ OR43	Funding for Sellwood Bridge replacement project.	HPP	PE	\$2,000,000	
				HBR	ROW		\$7,000,000

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2011
Multnomah County	13762	Sellwood Bridge @ OR43	Funding for Sellwood Bridge replacement project.	HPP	PE	\$2,000,000		
				HBR	ROW		\$7,000,000	
	TBD			State JTA earmark	Construction			\$30,000,000

Sunrise Corridor

Existing Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009
ODOT	15555	Sunrise Corridor	Phase 1 of a new limited access highway from I-205 east to Hwy 212 and associated arterial improvements.	HPP	PE	\$15,308,100	
				OTIA	ROW		\$20,000,000

Amended Programming

Sponsor	Key No.	Project Name	Project Description	Funding Source	Project Phase	2008	2009	2011
Multnomah County	15555	Sunrise Corridor	Phase 1 of a new limited access highway from I-205 east to Hwy 212 and associated arterial improvements.	HPP	PE	\$15,308,100		
				HOTIA	ROW		\$20,000,000	
	State JTA earmark			Construction			\$100,000,000	

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4130, FOR THE PURPOSE OF AMENDING THE 2008-11 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD PROJECTS FUNDED THROUGH THE STATE JOBS AND TRANSPORTATION ACT (HB 2001)

Date: March 4, 2010

Prepared by: Ted Leybold

BACKGROUND

The Oregon Department of Transportation has requested that six projects be added to the 2008-11 Metropolitan Transportation Improvement Program. The following projects received funding from the 2009 Jobs and Transportation Act of the Oregon State legislature. The funding is only available to these projects and may not be transferred to any other project.

US Highway 26: Shute Road/Helvetia Road interchange (RTP Project # 10600) – This project is to add a westbound to southbound loop ramp, an additional northbound through lane and to relocate the Jacobsen/Shute Rd. intersection further north away from the interchange.

Interstate 5 @ I-205 interchange (a new element of RTP Project #10872) – Add an auxiliary lane to I-5 northbound to the I-205 northbound interchange.

Sellwood Bridge/Oregon Highway 43 intersection (RTP Project # 10414) - Rebuild the Sellwood Bridge and the western Sellwood Bridge/Highway 43 intersection to reflect the preferred design of the current alternatives analysis.

Oregon Highway 213 @ Washington Street intersection (RTP Project # 10868) – Project is to convert Washington Street crossing from at-grade crossing to grade separated.

I-84 @ Marine Drive/Frontage Road/257th (update to RTP Project # 10871) – Project increases the capacity of the I-84 east-bound off-ramp and the South Frontage Road by adding an additional queuing lane to the off-ramp and a third through travel lane to the Frontage Road between Marine Drive and 257th Avenue.

Sunrise Corridor (Phase of RTP Project # 10869) – Project as proposed is to construct a 4-lane limited access highway between 82nd and 122nd Avenues with associated reconfiguration of local street network connections.

An air quality conformity analysis has been completed and was available for a 30-day public comment period. The analysis and public comments received are provided in Exhibit A. The analysis demonstrates that the region will be in conformity with the State Implementation Plan for air quality if the projects are included in the MTIP and constructed as proposed.

ANALYSIS/INFORMATION

- 1. Known Opposition** One public comment in opposition to the projects as not needed.
- 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). Consistency with the Air Quality Conformity Determination, as adopted by Metro Resolution No. 07-3824 (For the Purpose of Approving the Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program) has been demonstrated.
- 3. Anticipated Effects** Adoption of this resolution will make available state transportation project funding for the design and construction of the six projects.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4130.

Agenda Item Number 5.2

Resolution No. 10-4131, For the Purpose of Supporting the City of
Tualatin's Increase in the Maximum Idebtedness for the Central
Urban Renewal District (CURD).

RESOLUTIONS
COUNCILOR HOSTICKA

Metro Council Meeting
Thursday, March 4, 2010
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUPPORTING THE)	RESOLUTION NO. 10-4131
CITY OF TUALATIN'S INCREASE IN THE)	
MAXIMUM INDEBTEDNESS FOR THE)	Introduced by Carl Hosticka with consent by
CENTRAL URBAN RENEWAL DISTRICT		Council President David Bragdon

WHEREAS, the Metro Council supports the City of Tualatin's aspiration to improve its downtown area; and

WHEREAS, the City of Tualatin originally created the Central Urban Renewal District in its downtown area (the "CURD") in 1975 for the purpose of removing blight and encouraging economic development; and

WHEREAS, the original CURD maximum indebtedness was established for approximately \$27.7 million in 1978, which would be used to fund infrastructure and economic development projects within the Central Urban Renewal area; and

WHEREAS, the original funding amount is not sufficient to complete all the projects that would improve the Central Urban Renewal area and raise the assessed valuation in that area; and

WHEREAS, the City of Tualatin is proposing to increase the maximum indebtedness by an additional \$120 million to remove the remaining blight in its Central Urban Renewal area and improve the needed infrastructure; and

WHEREAS, House Bill 3056 (2009 legislative session) requires 75% of the overlapping tax districts to concur with such increases; and

WHEREAS, Metro is one of those tax districts; and

WHEREAS, the Metro Council acknowledges that supporting the City of Tualatin's proposed increase in maximum indebtedness of the CURD will result in a higher assessed valuation that will provide more stable tax revenues in the future; and

WHEREAS, the Metro Council further acknowledges that it is in the Metro Council's best interest to forego revenue sharing from the CURD so that the projects may be completed in a more timely manner and return the CURD's increased assessed valuation to the tax rolls sooner; now therefore

BE IT RESOLVED that the Metro Council:

1. Supports the City of Tualatin's plan to increase the maximum indebtedness in the Central Urban Renewal District.
2. Further agrees to forego receiving any revenue-sharing from the increased maximum indebtedness amount.

ADOPTED by the Metro Council this ___ day of March, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4131, FOR THE PURPOSE OF SUPPORTING THE CITY OF TUALATIN'S INCREASE IN THE MAXIMUM INDEBTEDNESS FOR THE CENTRAL URBAN RENEWAL DISTRICT

Date: February 22, 2010

Prepared by: Tom Matney
503-797-1853

BACKGROUND

Cities and counties in the State of Oregon can activate urban renewal agencies with power to propose and act on plans and projects to remove blighted areas. Most urban renewal plans are funded substantially from portions taken out of local government property tax levies (division of tax revenue). Many urban renewal plans adopted before December 6, 1996 may also raise revenue from an urban renewal levy (special levy revenue). These revenues are used to pay principal and interest on indebtedness the agency has incurred for the urban renewal plan.

Under the previous State of Oregon law (prior to January 1, 2010), an urban renewal agency was required to consult and confer with overlapping taxing districts on matters relating to a plan adoption and amendments, but there was no requirement for concurrence. At the same time there was no restriction on maximum indebtedness either at a plan inception or at the time of amendment to the plan, and there was no mechanism by which an urban renewal agency limits collection of taxes. House Bill 3056 established a formula for maximum indebtedness for a plan, a mechanism by which an urban renewal agency limits collection of taxes under certain circumstances, and places restrictions on plan amendments which increase maximum indebtedness.

The City of Tualatin aspires to remove blight and encourage economic development within in its downtown area. To achieve this aspiration, the City of Tualatin proposes increasing the maximum indebtedness by an additional \$120 million to remove the remaining blight and improve the needed infrastructure. Resolution No. 10-4131 will establish concurrence between Metro's tax district and the City of Tualatin's tax district by supporting the City of Tualatin's plan to increase the maximum indebtedness in the Central Urban Renewal District and furthermore by agreeing to forego receiving any revenue-sharing from the increased maximum indebtedness amount.

Metro support of the City of Tualatin's urban renewal plans is evident within of the Metro Code, Section 3.07.610, which claims the "success of the 2040 Growth Concept depends upon the maintenance and enhancement of the Central City, Regional and Town Centers and Station Communities as the principal centers of urban life in the region. This section of the Metro Code intends to enhance Centers by encouraging development in these Centers that will improve the critical roles they play in the region and by discouraging development outside Centers that will detract from those roles."

ANALYSIS/INFORMATION

1. Known Opposition

None.

2. Legal Antecedents

House Bill 3056, effective January 1, 2010, sets initial maximum indebtedness for specified urban renewal plans.

3. Anticipated Effects

Approval of Resolution No. 10-4131 will support the City of Tualatin's increase in the maximum indebtedness for the CURD by an additional \$120 million to remove the remaining blight in its Central Urban Renewal area and improve the needed infrastructure. The City of Tualatin's proposed increase in maximum indebtedness of the CURD will result in a higher assessed valuation that will provide more stable tax revenues in the future.

4. Budget Impact

Urban renewal district financing affects operating levies, but not bonded indebtedness. Tax payers are protected because of the permanent rate, but taxing jurisdictions have some risk. In the near term Metro may have some relatively small loss on the permanent rate levy and some additional Measure 5 compression. However, Metro will ultimately benefit from the future increased value of the improved properties in the urban renewal district.

RECOMMENDED ACTION

Metro staff and Councilor Carl Hosticka recommend approval of Resolution No. 10-4131 to support the City of Tualatin's increase in the maximum indebtedness for the Central Urban Renewal District.

Agenda Item Number 5.3

Resolution No. 10-4132, For the Purpose of Submitting to the Metro Council a Proposal for the Investment of \$465,982 from the Metro Tourism Opportunity And Competitiveness Account (MTOCA) For Capital Projects at the Oregon Convention Center.

RESOLUTIONS
COUNCILOR PARK

Metro Council Meeting
Thursday, March 4, 2010
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF SUBMITTING TO THE) RESOLUTION NO. 10-4132
METRO COUNCIL A PROPOSAL FOR THE)
INVESTMENT OF \$465,982 FROM THE METRO) Introduced by Councilor Park
TOURISM OPPORTUNITY AND
COMPETITIVENESS ACCOUNT (“MTOCA”)
FOR CAPITAL PROJECTS AT THE OREGON
CONVENTION CENTER.

WHEREAS, the 2009-10 adopted budget includes a transfer of \$692,490 from Metro general fund MTOCA to the MERC Fund; and

WHEREAS, in Resolution No. 04-3494A, the Metro Council stated its desire that annual requests for appropriations from MTOCA be set out for discussion, consideration, and action in a manner separate and discrete from general budget process; and continue with explanatory statements; and

WHEREAS, at its public Budget Committee meeting on January 11, 2010, the MERC Budget Committee approved the recommendation from staff in regard to the use of MTOCA funds and to forward to the full Commission for approval and recommendation to the Metro Council, a request for \$465,982 ; and

WHEREAS, at its public meeting on February 3, 2010 the MERC Commission approved Resolution 10-03 recommending to the Metro Council, a request for the lighting and ballast replacement (\$125,000) and retrofit and divider wall refurbishment replacement and maintenance project (\$340,982) for a total amount of \$465,982 from the \$692,490 funds included in the 2009-2010 budget from the MTOCA account.

BE IT RESOLVED that the Metro Council approves the recommendation of an expenditure of \$465,982 previously budgeted during the general 2009-2010 budget process of \$465,982 for the lighting and ballast replacement/retro-fit and divider wall refurbishment/replacement and maintenance projects for the Oregon Convention Center, with the MTOCA funds.

ADOPTED by the Metro Council this 4th day of March, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO.10-4132 FOR THE PURPOSE OF SUBMITTING TO THE METRO COUNCIL A PROPOSAL FOR THE INVESTMENT OF \$465,982 FROM THE METRO TOURISM OPPORTUNITY AND COMPETITIVENESS ACCOUNT (“MTOCA”) FOR CAPITAL PROJECTS AT THE OREGON CONVENTION CENTER

Date: March 4, 2010

Prepared by: Cynthia Hill/Jeff Blosser

BACKGROUND

The Metro Council has approved a Policy and Guidelines for establishing a process and criteria for proposed investments from the Metro Tourism and Opportunity and Competitiveness Account. This resolution reflects the recommendation of the MERC Commission as stated in Exhibit A, MERC approved Resolution 10-03:

Goal #3 Maintain the Oregon Convention Center in First Class Condition

- **Strategy A – Ensure sufficient funds for basic OCC cleaning, maintenance and event service.**

Approval of these two projects will enhance the overall ability for OCC Staff to keep the building in first class condition for our clients, reduce costs of the operation and improve the functionality of the facility for events. The light project replaces higher wattage light fixtures and ballast with energy efficient fixtures and ballast that will save OCC about \$75,000-\$80,000 a year on the electric bill, reduce labor to replace fixtures as the new fixture have a longer life and will leverage a \$235,000 grant OCC received from the Oregon Department of Energy which allows for this entire \$642,558 project to be done in one year instead of over two fiscal years. The Oregon Convention Center will apply for additional funding from the Business Energy Tax Credit (BETC) program and Utility Incentives (ETO). The Air Wall dividers on the original side of the facility are in need of major renovations, track, roller and trolley work, closer mechanism replacement, sound proofing, refurbishing of the exterior coverings and major maintenance to make sure they work properly and are not a safety hazard to our attendees and operations staff. This is a first phase of a project that was bid and will take two fiscal years to complete due to the cost and event related scheduling. Bids received came in under the staff estimate so the project will cost \$41,000 less than estimated in the original submission to the MERC Commission as a capital project for this budget cycle;

There is an appropriation of \$692,490 included in the 2009-10 Adopted Budget as “projects to be determined” for MTOCA funding. With the current year’s allocation, MTOCA has funded a total of \$2,965.600 in Projects at the Oregon Convention Center since 2004. Exhibit “A” includes a recap of the MTOCA project funding and actual expenditures by year.

ANALYSIS/INFORMATION

1. **Known Opposition** None

2. **Legal Antecedents** Resolution No. 04-3494A, the Metro Council stated its desire that annual requests for appropriations from MTOCA be set out for discussion, consideration, and action in a manner separate and discrete from general budget process; and continue with explanatory statements.
3. **Anticipated Effects** Enhance the overall ability for OCC Staff to keep the building in first class condition for our clients, reduce costs of the operation and improve the functionality of the facility for events.
4. **Budget Impacts** See attached Metropolitan Exposition Recreation Commission Staff Report.

RECOMMENDED ACTION

Staff recommends that Council adopt Resolution 10-4132, approving the expenditure of \$465,982 in MTOCA funds, previously budgeted during the general 2009-10 budget process, to fund two capital projects for lighting and ballast replacement/retro-fit and divider wall refurbishment/replacement and maintenance for the Oregon Convention Center, with funds from the Metro Tourism Opportunity and Competitiveness Account (MTOCA).

METROPOLITAN EXPOSITION-RECREATION COMMISSION

Resolution No. 10-03

For the purpose of submitting to the Metro Council a proposal for the investment of \$465,982 from the Metro Tourism Opportunity and Competitiveness Account ("MTOCA") for capital projects at the Oregon Convention Center.

WHEREAS, the 2009-10 adopted budget includes a transfer of \$692,490 from Metro general fund MTOCA to the MERC Fund; and

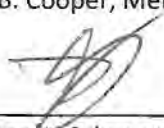
WHEREAS, in Resolution No. 04-3494A, the Metro Council stated its desire that annual requests for appropriations from MTOCA be set out for discussion, consideration, and action in a manner separate and discrete from general budget process; and

WHEREAS, at its public Budget Committee meeting on January 11, 2010, the MERC Budget Committee approved the recommendation from staff in regard to the use of MTOCA funds. The MERC Budget Committee directed the Oregon Convention Center's Executive Director to forward to the full Commission for approval and recommendation to the Metro Council, a request for the lighting and ballast replacement (\$125,000) and retrofit and divider wall refurbishment replacement and maintenance project (\$340,982) for a total amount of \$465,982 from the \$692,490 funds included in the 2009-2010 budget from the MTOCA.

BE IT THEREFORE RESOLVED that MERC approves the recommendation to the Metro Council of an expenditure of \$465,982 of the \$692,490 MTOCA funds, previously budgeted during the general 2009-2010 budget process, and respectfully requests that the Metro Council approve the expenditure of \$465,982 for the lighting and ballast replacement/retro-fit and divider wall refurbishment/replacement and maintenance projects for the Oregon Convention Center, with the MTOCA funds.

Passed by the Commission on February 3, 2010.

Approved as to Form:
Daniel B. Cooper, Metro Attorney

By: 
Nathan A. Schwartz Sykes
Senior Assistant Attorney


Chair


Secretary-Treasurer

MERC STAFF REPORT

Agenda Item/Issue: For the purpose of submitting to the Metro Council a proposal to approval to fund two capital projects for the Oregon convention Center; 1) lighting and ballast replacement/retro-fit project and 2) divider wall refurbishment/replacement and maintenance for the Exhibit Halls/Oregon Ballroom/ABC Meeting Rooms project with an investment of \$465,982 from the Metro Tourism Opportunity and Competitiveness Account (MTOCA).

Resolution No.: 10-03

Presented By: Jeff Blosser

Date: February 3, 2010

Prepared By: Jeff Blosser/Cynthia Hill

Background and Analysis: The Metro Council has approved a Policy and Guidelines for establishing a process and criteria for proposed investments from the Metro Tourism and Opportunity and Competitiveness Account. The MERC Budget Committee discussed the Goals and Strategies identified in the Policy and Guidelines and is recommending investment in:

Goal #3 Maintain the Oregon Convention Center in First Class Condition

- **Strategy A – Ensure sufficient funds for basic OCC cleaning, maintenance and event service.**

Approval of these two projects will enhance the overall ability for OCC Staff to keep the building in first class condition for our clients, reduce costs of the operation and improve the functionality of the facility for events. The light project replaces higher wattage light fixtures and ballast with energy efficient fixtures and ballast that will save OCC about \$75,000-\$80,000 a year on the electric bill, reduce labor to replace fixtures as the new fixture have a longer life and will leverage a \$235,000 grant OCC received from the Oregon Department of Energy which allows for this entire \$642,558 project to be done in one year instead of over two fiscal years. The Oregon Convention Center will apply for additional funding from the Business Energy Tax Credit (BETC) program and Utility Incentives (ETO). The Air Wall dividers on the original side of the facility are in need of major renovations, track, roller and trolley work, closer mechanism replacement, sound proofing, refurbishing of the exterior coverings and major maintenance to make sure they work properly and are not a safety hazard to our attendees and operations staff. This is a first phase of a project that was bid and will take two fiscal years to complete due to the cost and event related scheduling. Bids received came in under the staff estimate so the project will cost \$41,000 less than estimated in the original submission to the MERC Commission as a capital project for this budget cycle;

There is an appropriation of \$692,490 included in the 2009-10 Adopted Budget as “projects to be determined” for MTOCA funding. With the current year’s allocation, MTOCA has funded a total of \$2,965,600 in Projects at the Oregon Convention Center since 2004. Exhibit “A” is a recap of the MTOCA project funding and actual expenditures by year. The following chart is a summary of resources and uses by fiscal year. The unspent balance represents the amount still available in the Headquarter Hotel budget. MTOCA funding for both 2007-08 FY and 2008-09 FY was dedicated to the Headquarter Hotel project.

	<u>Resource</u>	<u>Use</u>	<u>Balance</u>
Excise Tax from Metro 2004-05 FY	\$504,000	\$ 28,642	
Excise Tax from Metro, adjust to actual collected 2004-05 FY	36,143		
Excise Tax from Metro 2005-06 FY	636,208	348,126	
Excise Tax from Metro 2006-07 FY	652,113	1,140,551	
Excise Tax from Metro 2007-08 FY	669,720	980,865	
Excise Tax from Metro 2008-09 FY (incl. PY Adjustment)	746,146	462,656	
Excise Tax from Metro 2009-10	-	4,760	
Totals	\$3,244,330	\$2,965,600	\$278,730

Fiscal Impact:

The \$465,982 request is less than the approved appropriation of \$692,490 for MTOCA projects as included in the 2009-10 Adopted Budget.

Recommendation: Staff recommends that the Metropolitan Exposition-Recreation Commission adopt Resolution 10-03, approving the expenditure of \$465,982 in MTOCA funds, previously budgeted during the general 2009-10 budget process, to fund two capital projects for lighting and ballast replacement/retro-fit and divider wall refurbishment/replacement and maintenance for the Oregon Convention Center, with funds from the Metro Tourism Opportunity and Competitiveness Account (MTOCA).

Metro Tourism Opportunity and Competitiveness Account

Oregon Convention Center

as of December 2009

	<u>Actuals</u> <u>2004-05</u>	<u>Actuals</u> <u>2005-06</u>	<u>Actuals</u> <u>2006-07</u>	<u>Actuals</u> <u>2007-08</u>	<u>Actuals</u> <u>2008-09</u>	<u>Actuals</u> <u>2009-10</u>	<u>Totals</u>
Resources							
Beginning Balance	-0-	475,358	127,232	311,145	35,563	283,490	-
Excise Tax from Metro 2004-05 FY	504,000						504,000
Excise Tax from Metro, adjust to actual collections 2004-05 FY			36,143				36,143
Excise Tax from Metro 2005-06 FY		636,208					636,208
Excise Tax from Metro 2006-07 FY		652,113					652,113
Excise Tax from Metro 2007-08 FY				669,720			669,720
Excise Tax from Metro 2008-09 FY (includes PY Adjustment)					746,146		746,146
Total Resources	504,000	475,358	1,451,696	980,865	781,709	283,490	3,244,330

Requirements

Green Building LEED Certification (Goal 1 Strategy A)

Retrofit existing building to meet LEED standards - Metro Ordinance 04-1064	28,642	348,126	18,213		35,563		430,544
Rebuild chiller units and ventilation noise abatement			69,479				69,479
Replace Toilets/Urinals-Sloan uppercut flush valve							129,148
Variable Frequency Drives				15,500			15,500
Green Building LEED Certification			45,445				45,445
Subtotal Green Building LEED Certification	28,642	348,126	133,137	144,648	35,563	-	690,116

Audio Visual Control Room - original building (Goal 1 Strategy B)

Replace analog system in original building due to failure and lack of replacement parts. - Metro Resolution 05-3613			1,007,414	130,934			1,138,348
Subtotal Audio Visual Control Room Project			1,007,414	130,934	-	-	1,138,348

Headquarter Hotel

2007-08 MTOCA Funding Developer Agreement				669,720			669,720
2008-09 MTOCA Funding HQH project costs					462,656		462,656
2009-10 MTOCA Funding HQH carryover project costs						4,750	4,750
Subtotal Headquarter Hotel Year to Date				669,720	462,656	4,750	1,137,126

Total Requirements

Ending Balance (Resources less Requirements)

	28,642	348,126	1,140,551	945,302	498,219	4,750	2,965,590
	475,358	127,232	311,145	35,563	283,490	278,740	278,740

MTOCA Goals

- Goal 1 Targeted capital investments in the Oregon Convention Center's physical plant that yield demonstrable marketing
 - Strategy A -- Green Building LEED Certification
 - Strategy B -- OCC Operational Advantage
 - Strategy C -- Headquarters Hotel Related Investments
- Goal 2 Assist the Visitor Development Fund with Oregon Convention Center Facility
 - Strategy A -- Offset Facility Costs when VDI allocation not fully funded
- Goal 3 Maintain the Oregon Convention Center in First Class Condition
 - Strategy A -- Ensure sufficient funds for basic OCC cleaning, maintenance, and event service