

Metro | Agenda

MEETING: METRO COUNCIL
DATE: May 13, 2010
DAY: Thursday
TIME: 2:00 PM
PLACE: Metro Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. COMMUNICATIONS PROJECTS PRESENTATION:
BIKE THERE! Peck

4. FINANCIAL CONDITION FY00-FY09 AUDIT PRESENTATION Flynn

5. CONSENT AGENDA

5.1 Consideration of Minutes for the May 6, 2010 Metro Council Regular Meeting.

6. RESOLUTIONS

6.1 Resolution No. 10-4144, For the Purpose of Amending the 2008-2011 Metropolitan Transportation Improvement Program (MTIP) to Allocate Funds to Community Projects that Enhance Efficiency of the Regional Transportation System. Collette

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for May 13, 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, May 13 (Live)</p>	<p>Portland Channel 30 (CityNet 30) – Portland Community Media www.pcmtv.org – (503) 288-1515 8:30 p.m. Sunday, May 16 2 p.m. Monday, May 17</p>
<p>Gresham Channel 30 – MCTV www.mctv.org – (503) 491-7636 2 p.m. Monday, May 17</p>	<p>Washington County Channel 30 – TVC-TV www.tvctv.org – (503) 629-8534 11 p.m. Saturday, May 15 11 p.m. Sunday, May 16 6 a.m. Tuesday, May 18 4 p.m. Wednesday, May 19</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 3.0

**COMMUNICATIONS PROJECTS PRESENTATION:
BIKE THERE!**

PRESENTED BY PAM PECK & STAFF

Metro Council Meeting
Thursday, May 13, 2010
Metro Council Chamber

Agenda Item Number 4.0

FINANCIAL CONDITION FY00-FY09 AUDIT PRESENTATION

PRESENTED BY SUZANNE FLYNN, METRO AUDITOR

Metro Council Meeting
Thursday, May 13, 2010
Metro Council Chamber

Financial Condition of Metro

FY00-FY09

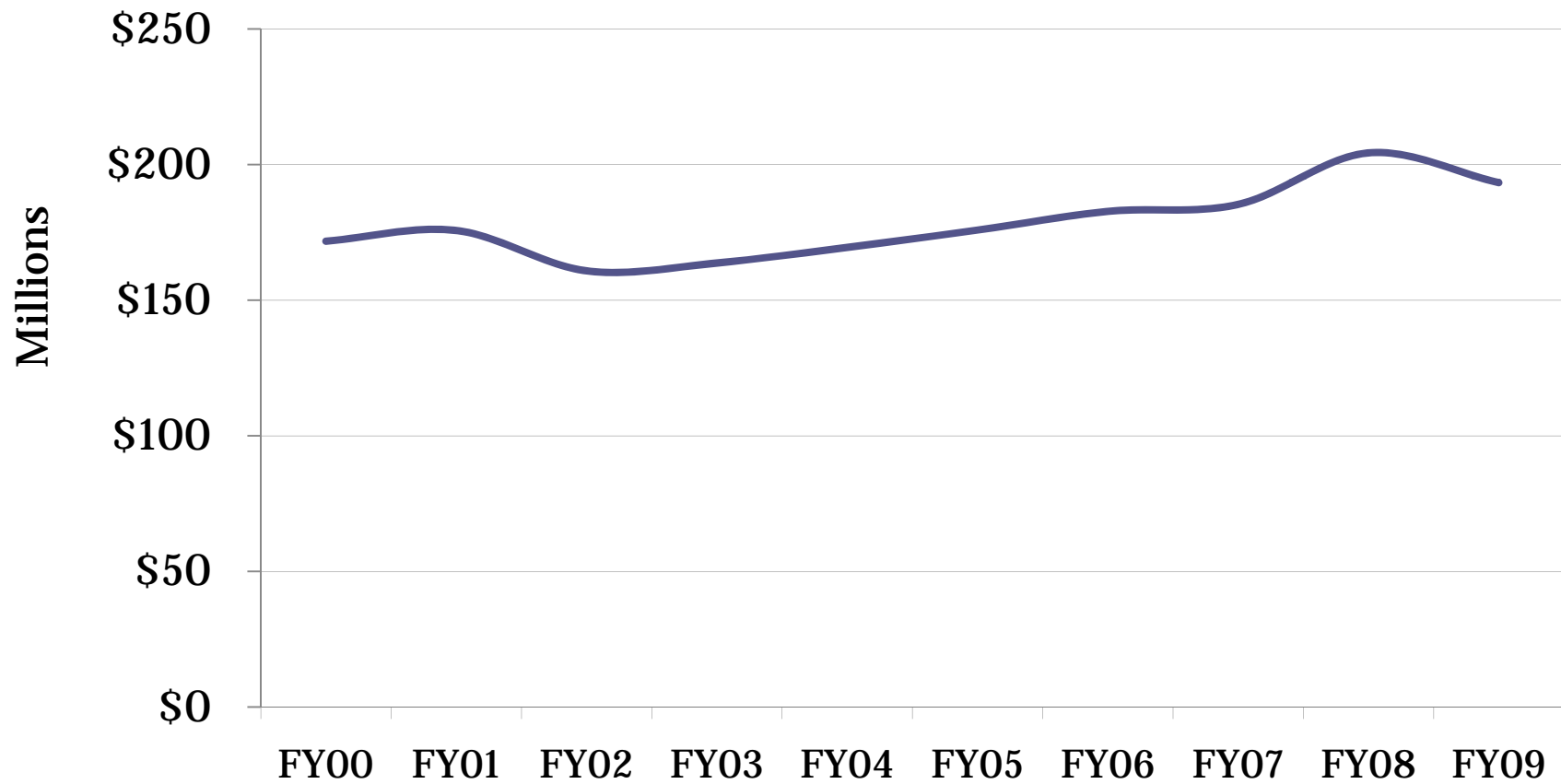


Scope & Methodology

- **Based upon International City/County Management Association**
- **Primarily CAFR data**
- **Ten year trend**

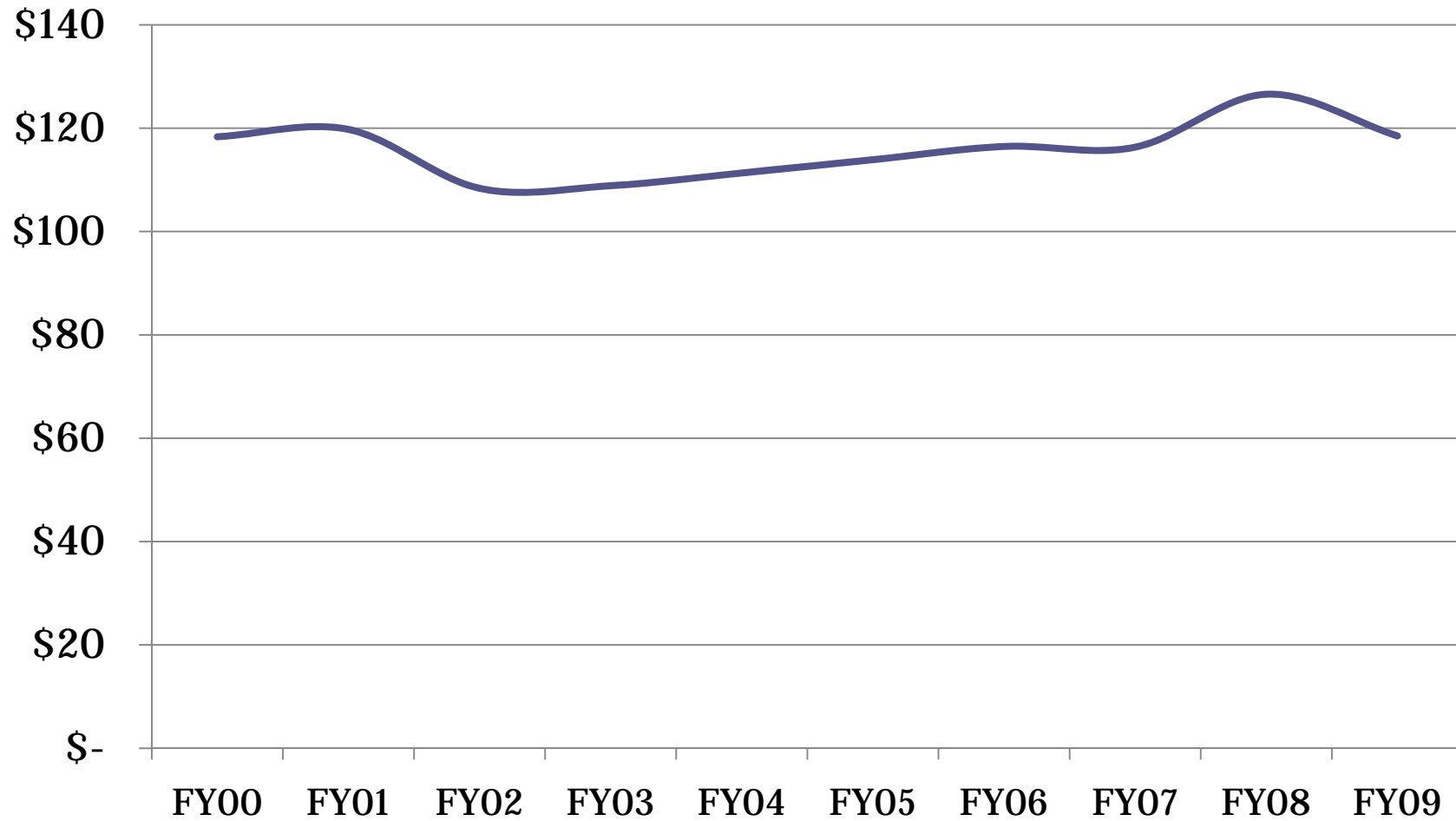
Revenue Growth

Adjusted for inflation



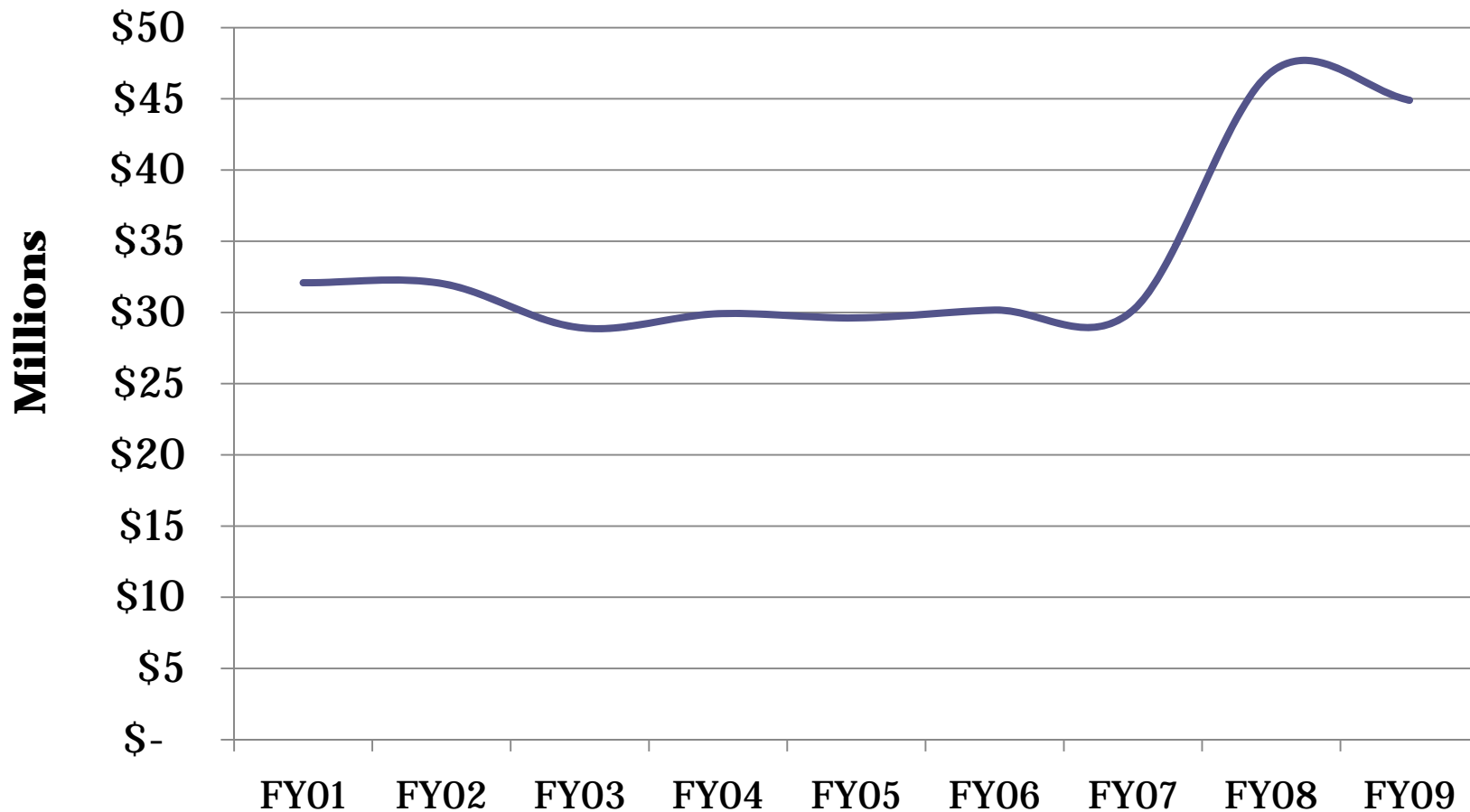
Per Capita Revenue Growth

Adjusted for inflation



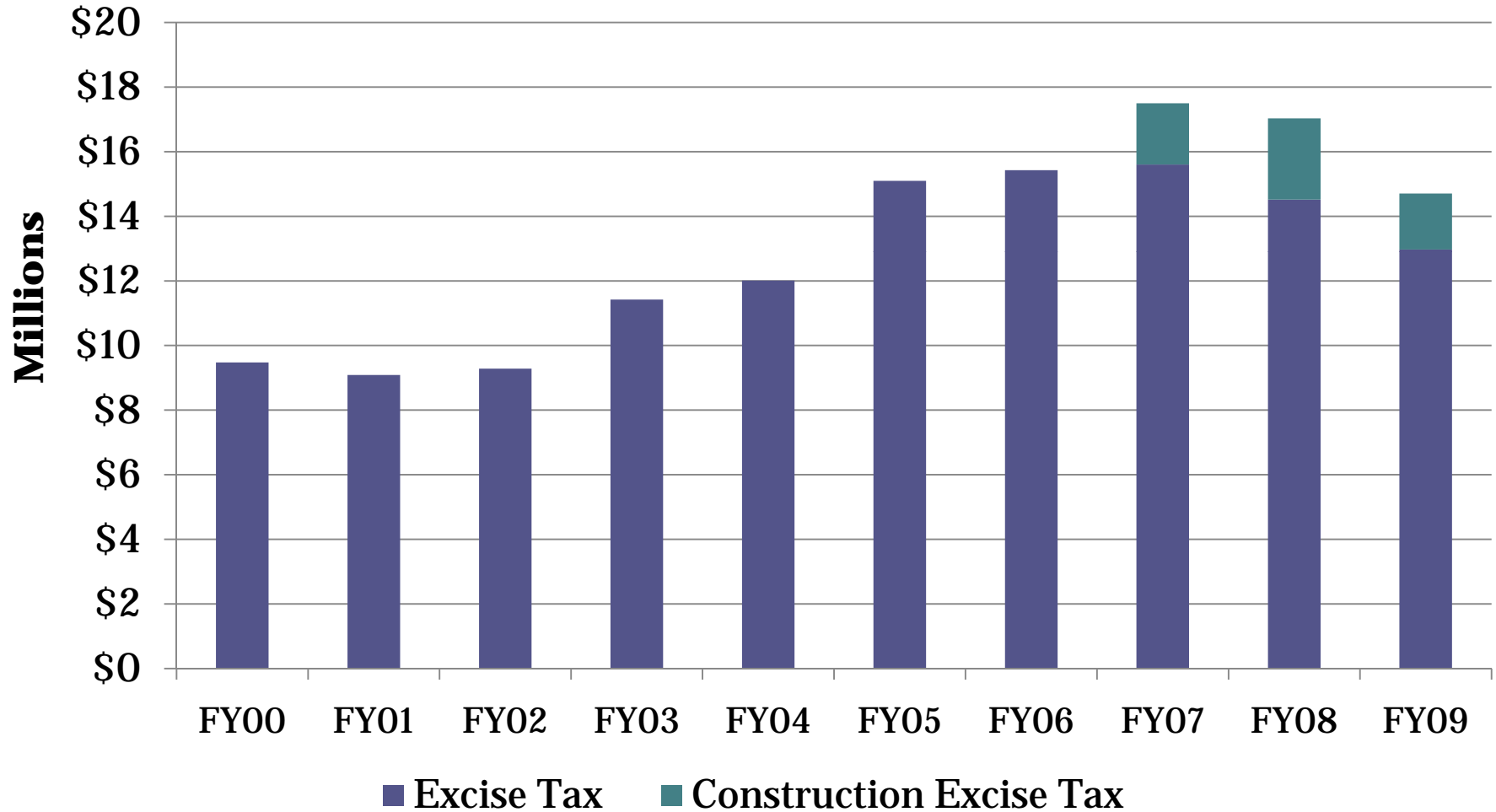
Property Tax Revenues

Adjusted for inflation



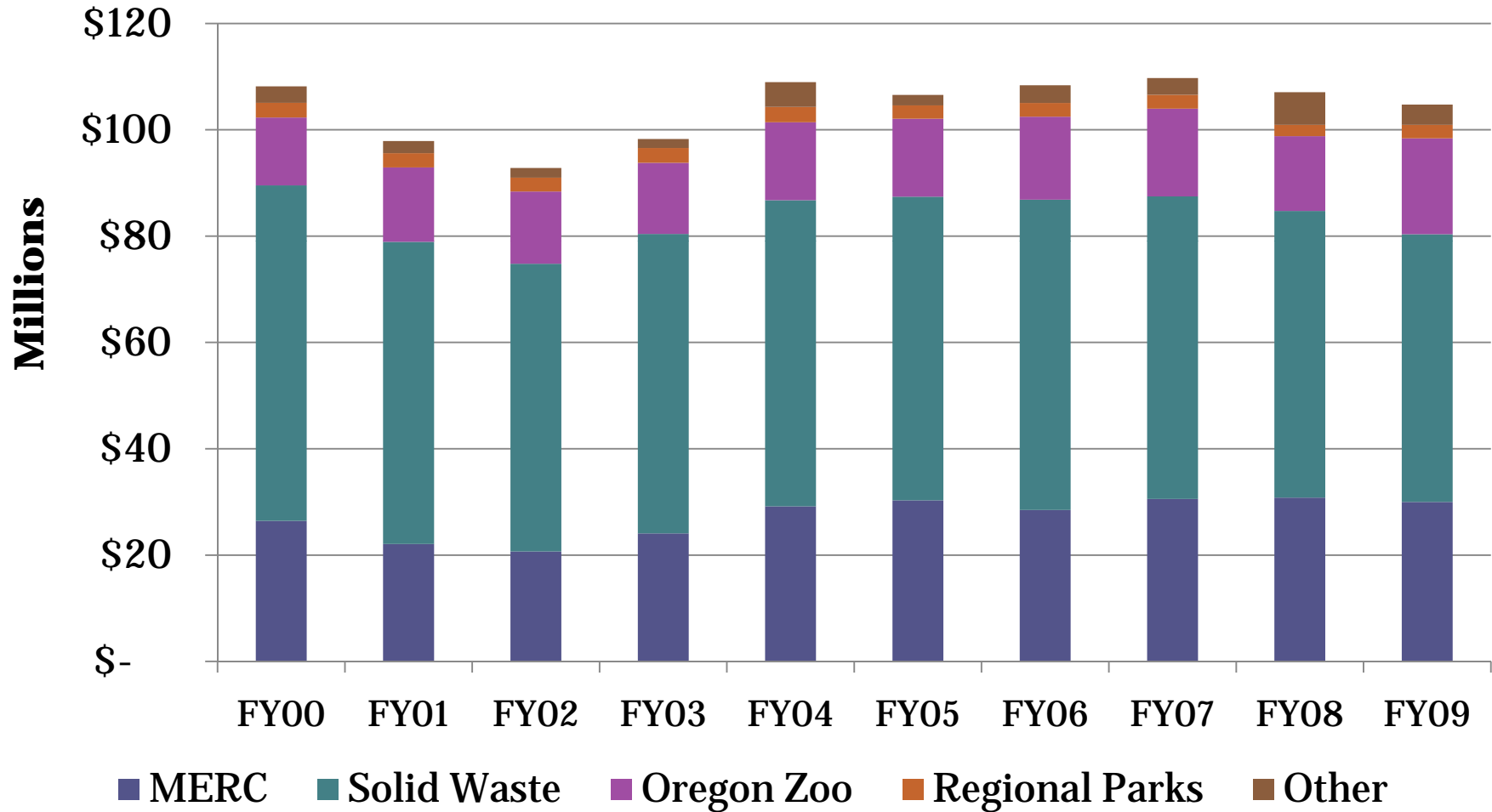
Excise Taxes

Adjusted for inflation

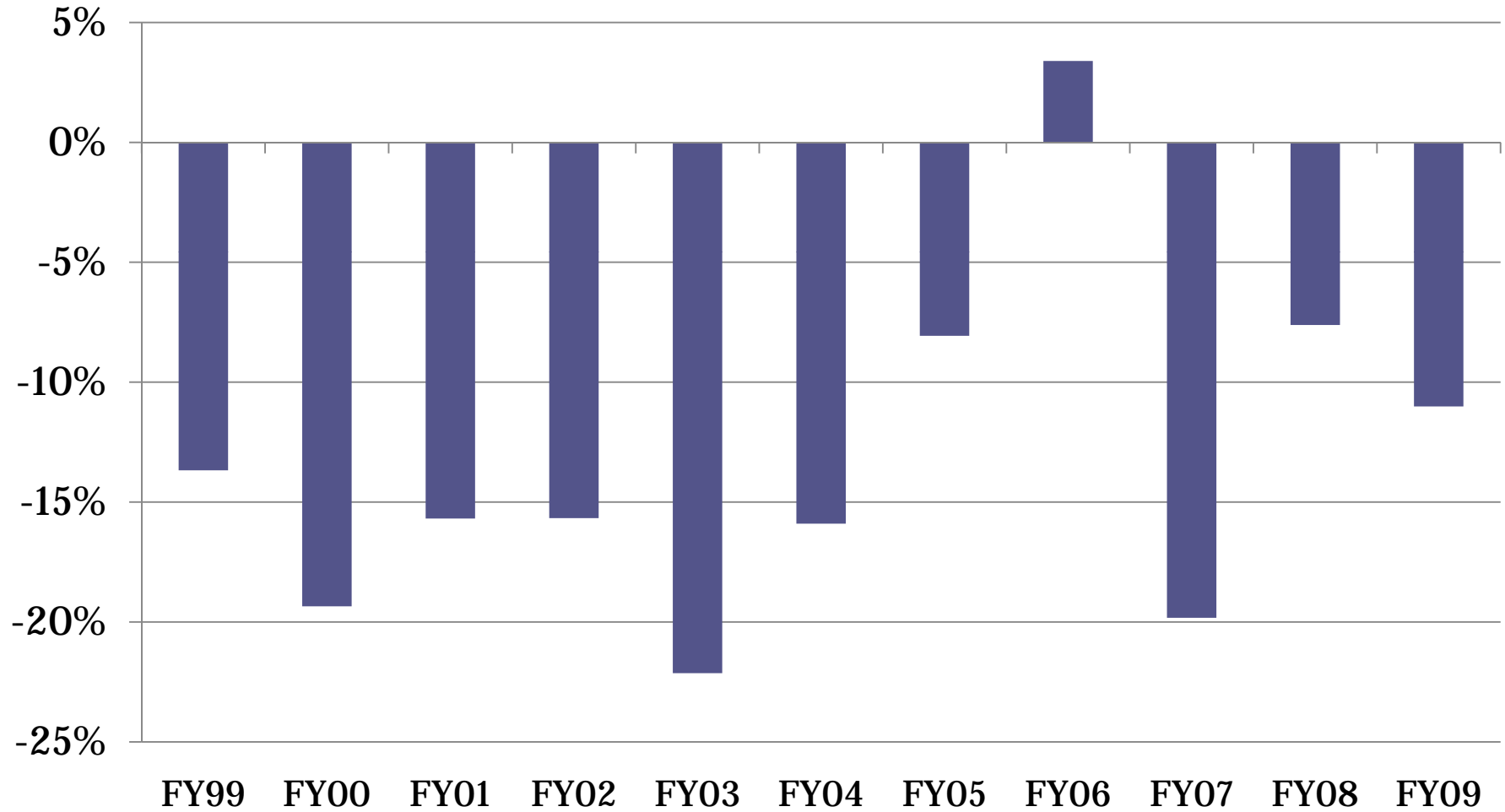


Fees/Charges for Services

Adjusted for inflation

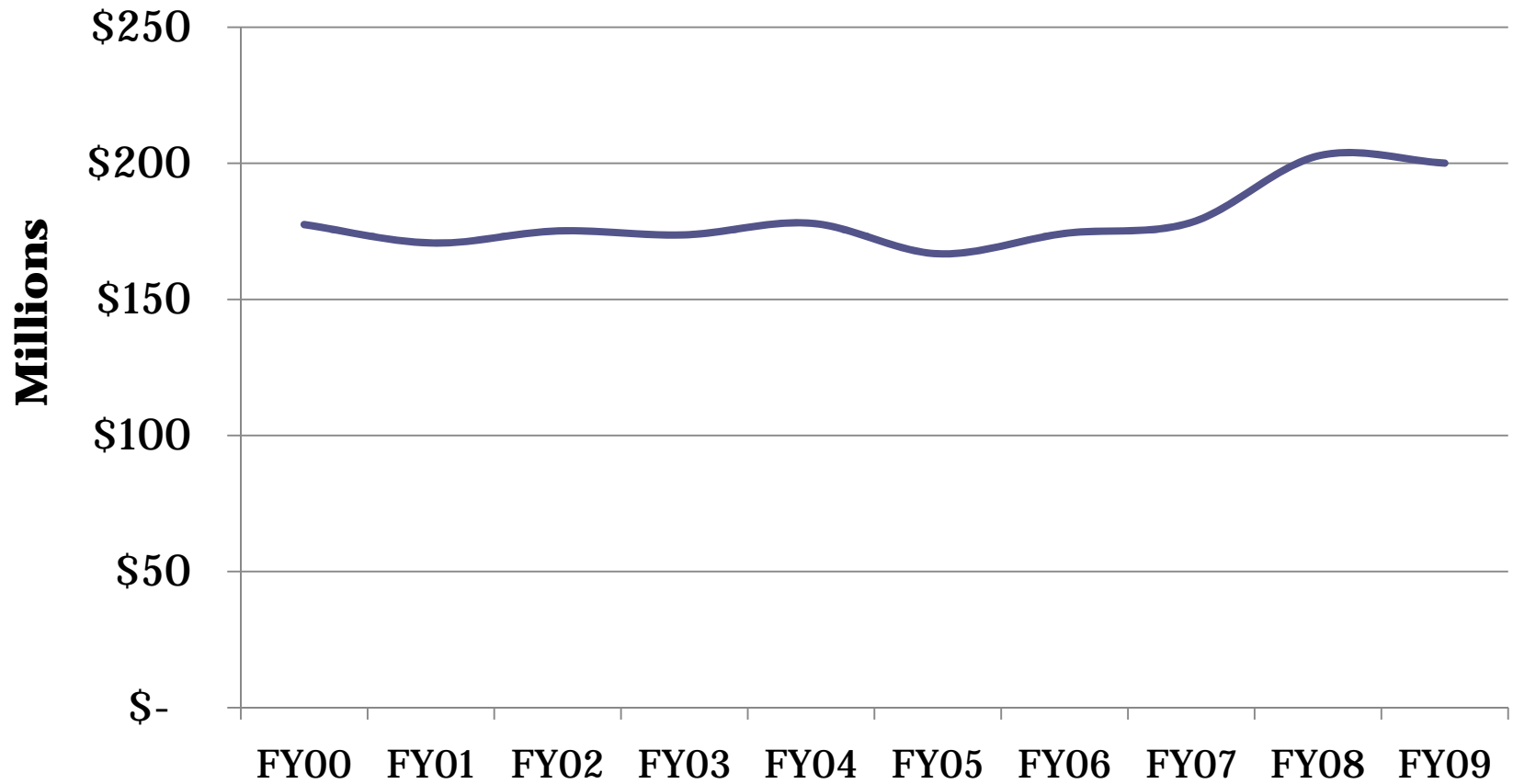


Revenue Shortfalls



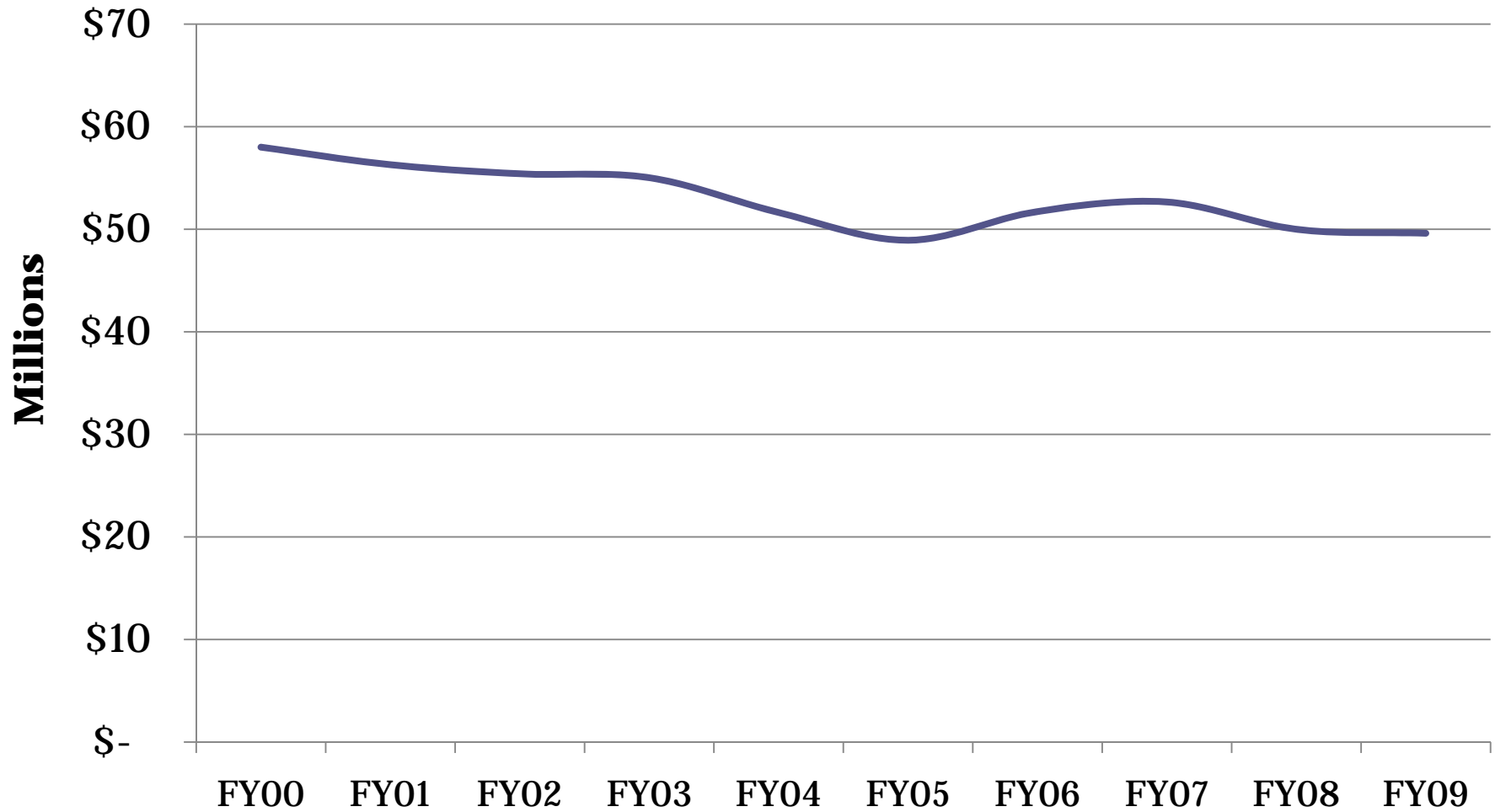
Total Expenditure

Adjusted for inflation



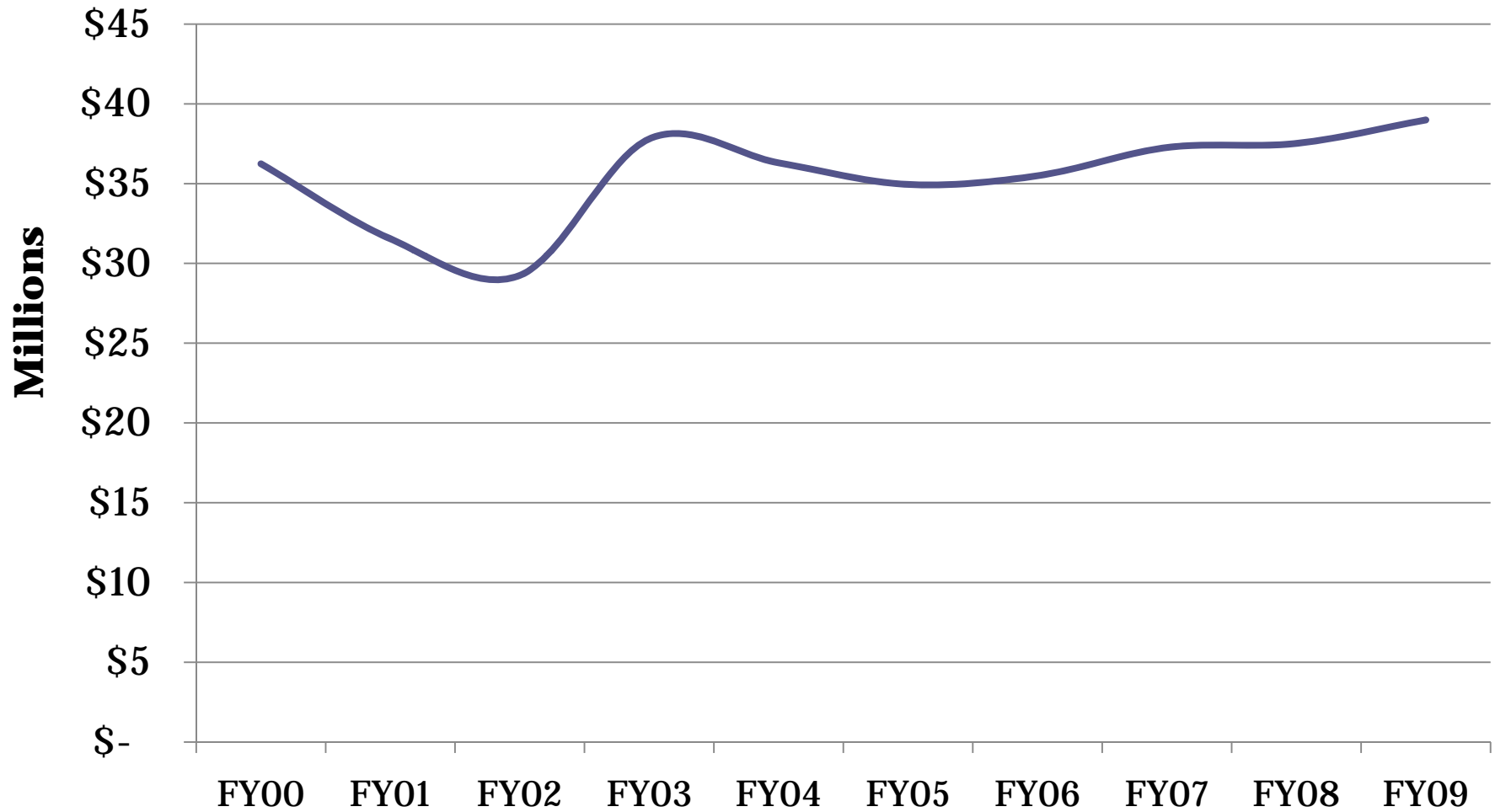
Solid Waste Expenditure

Adjusted for inflation



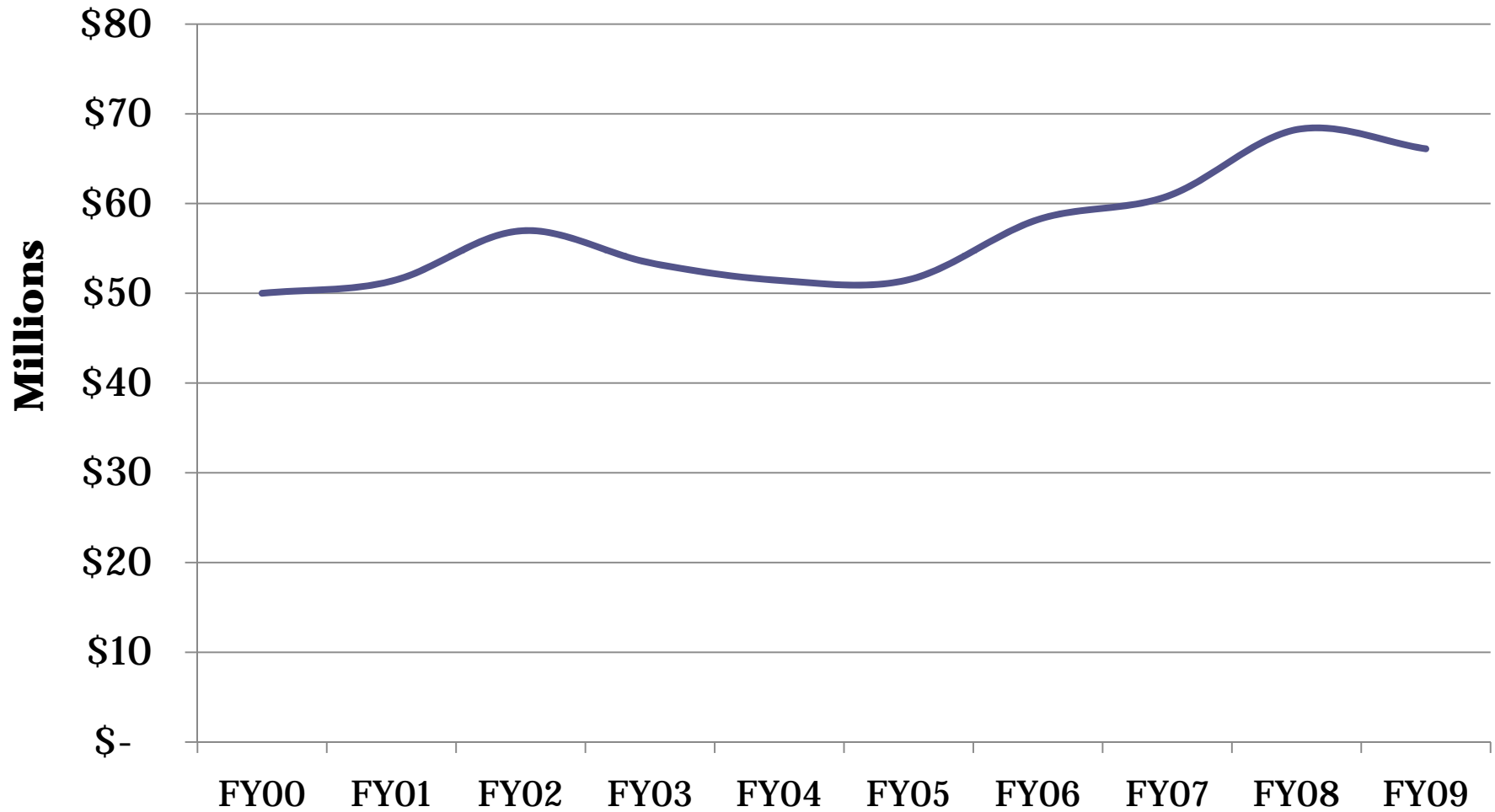
MERC Expenditure

Adjusted for inflation



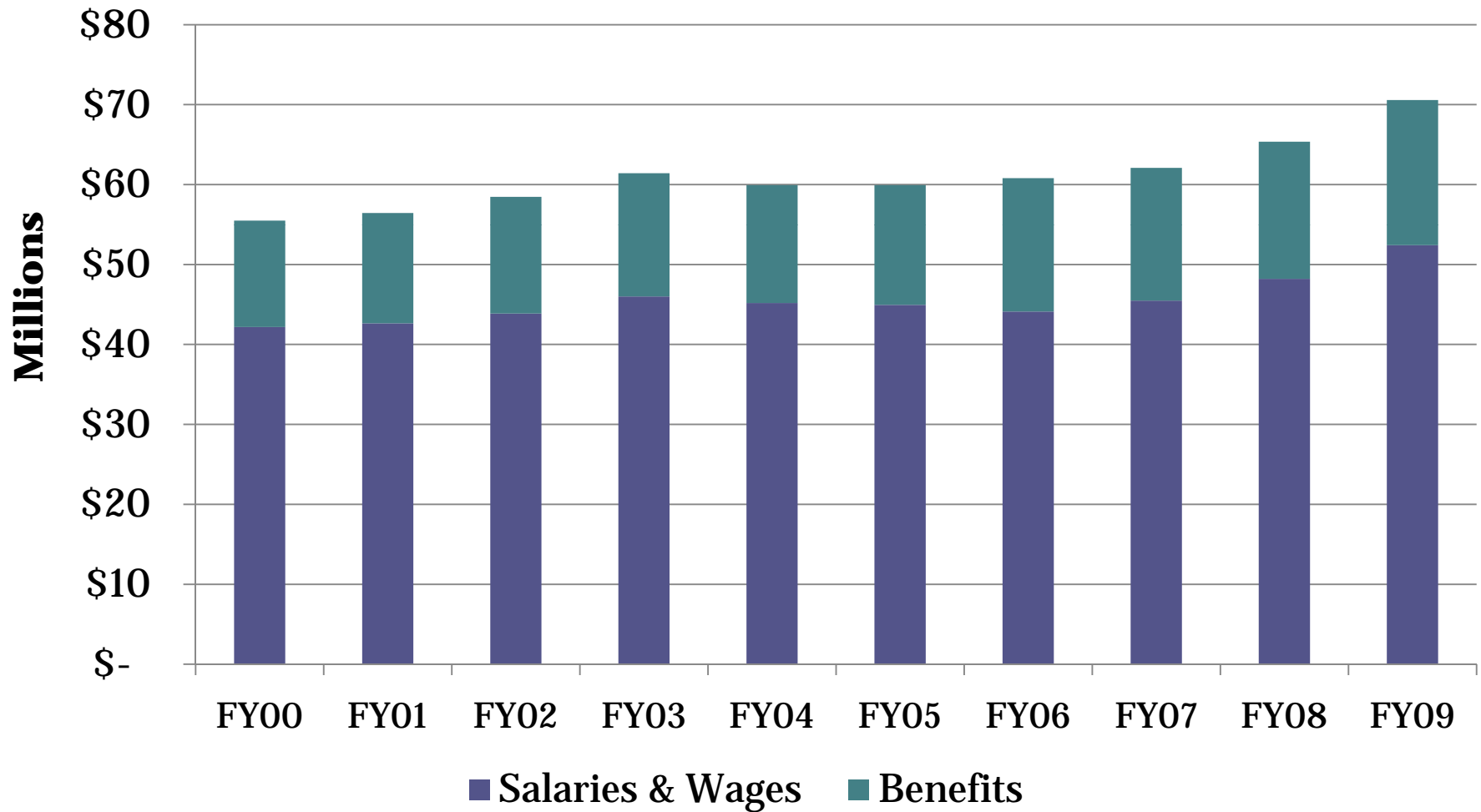
General Fund Expenditure

Adjusted for inflation



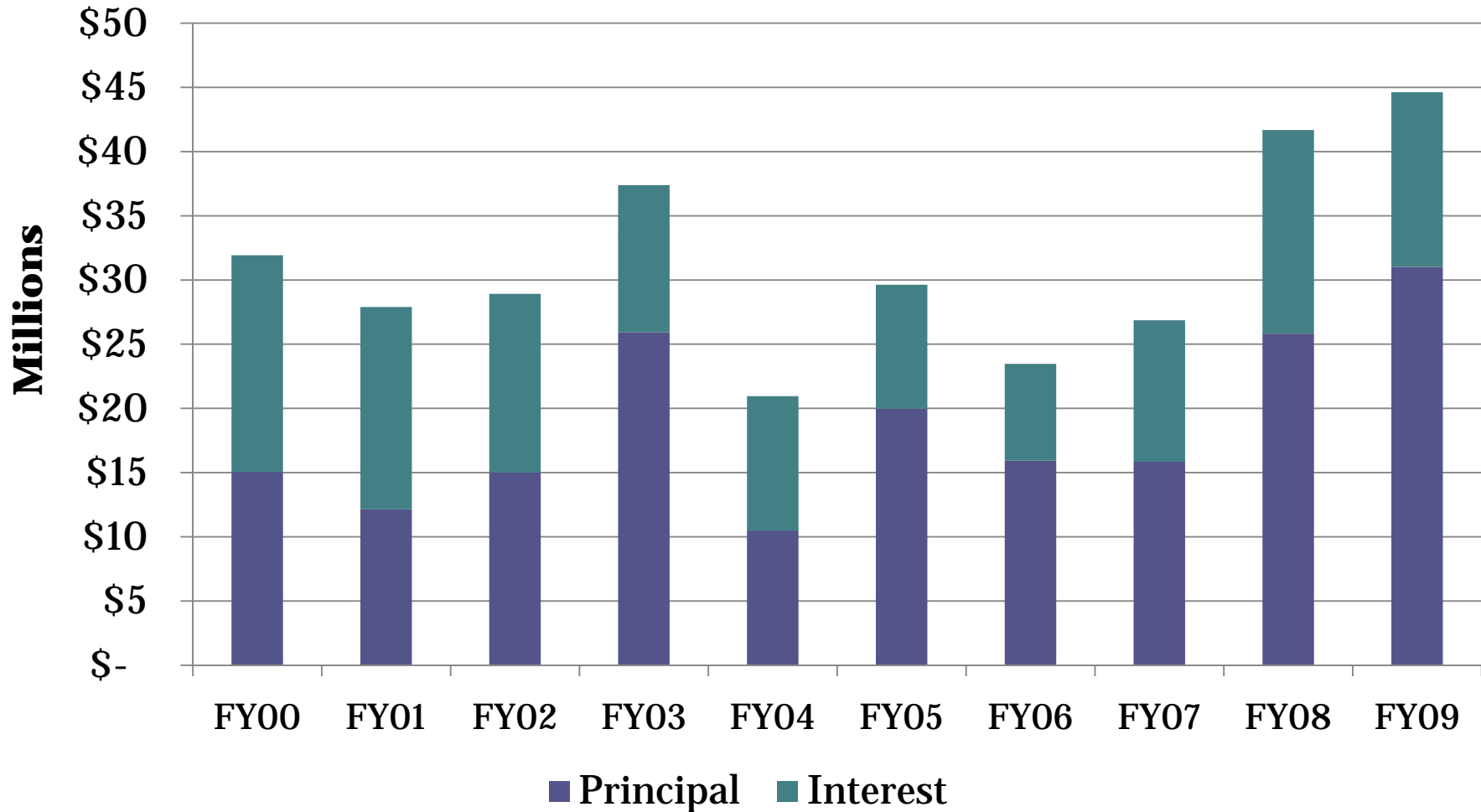
Wages & Benefits

Adjusted for inflation

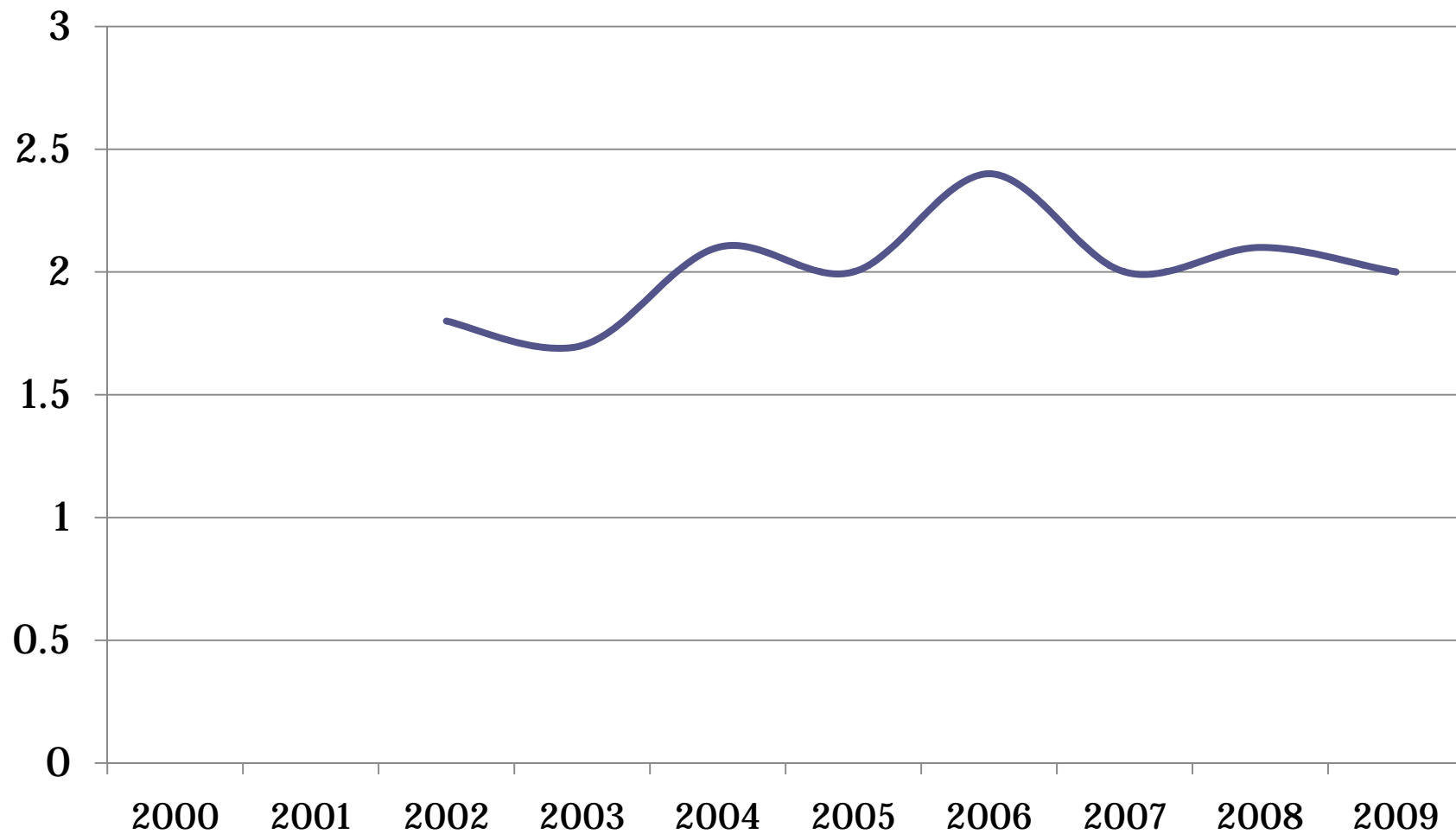


Principal & Interest

Adjusted for inflation

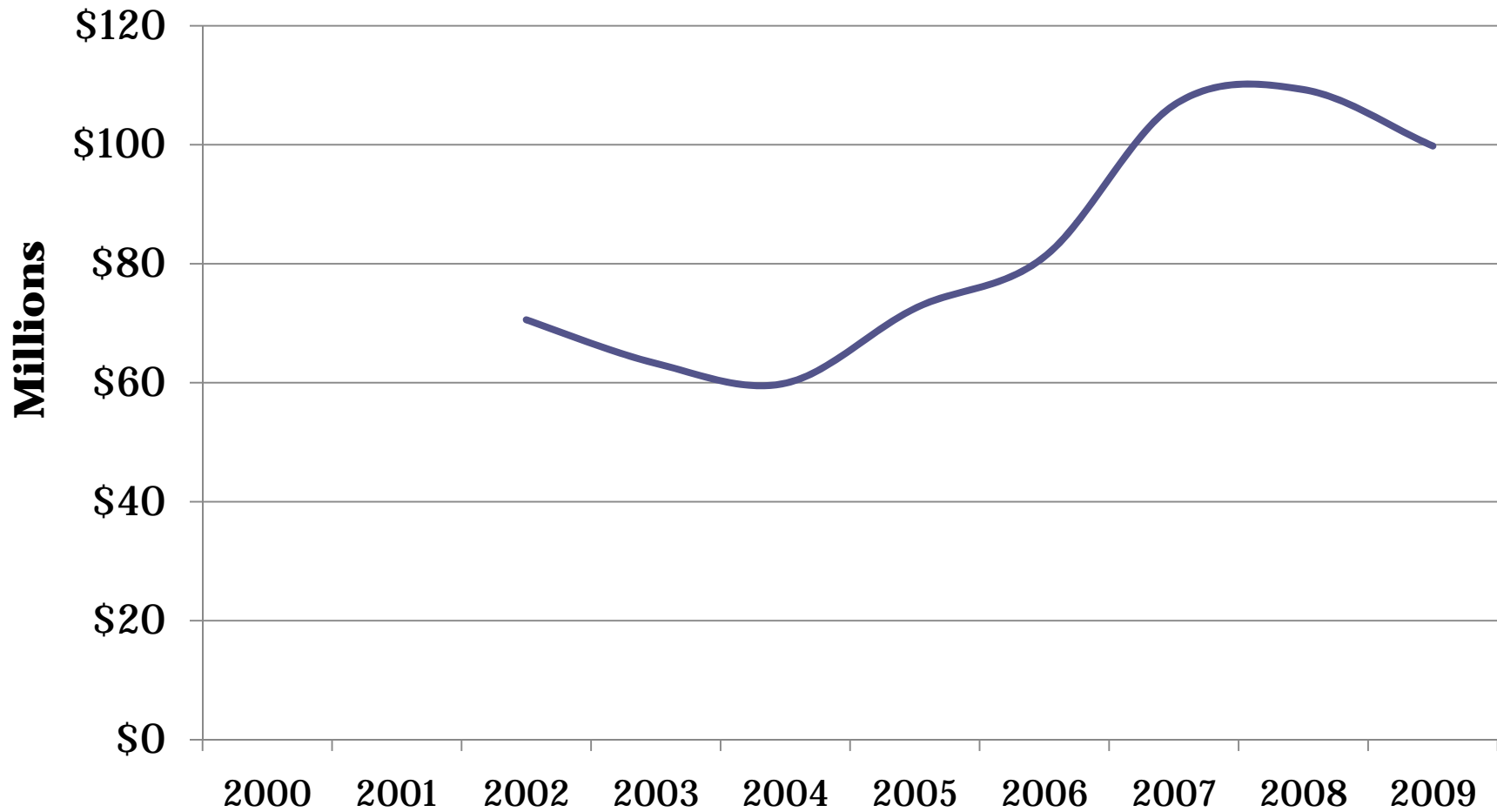


Liquidity

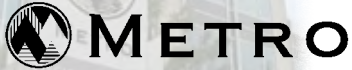


Unreserved Fund Balances

Adjusted for inflation



Questions?



FINANCIAL CONDITION OF METRO FY00 - FY09

SUZANNE FLYNN, AUDITOR

May 2010

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: **Financial Condition of Metro, FY00 - FY09**

The following report represents our audit of the financial condition of Metro for FY00-FY09. It provides a check-up of how well Metro is doing financially, based primarily upon indicators recommended by the International City/County Management Association. This year our analysis did not result in any management recommendations.

I would like to acknowledge Margo Norton, Director of Finance and Regulatory Services, and her staff for their assistance and cooperation in preparing the report.

A handwritten signature in black ink, appearing to read 'Suzanne Flynn'.

Suzanne Flynn
Metro Auditor

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Expenditures	6
Financial Condition	7-8
Economic & Demographic Trends	9-11





INTRODUCTION

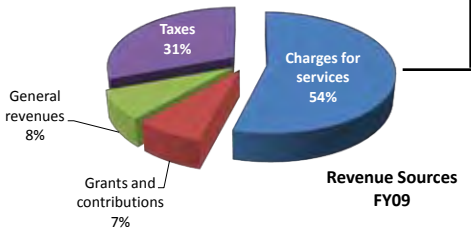
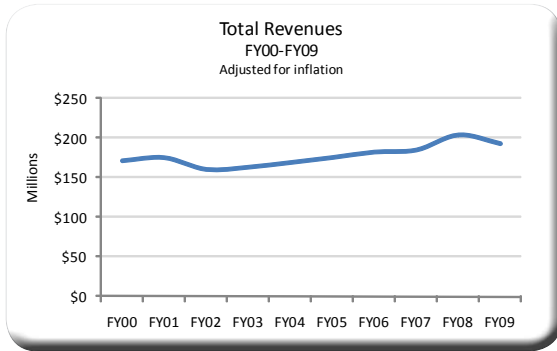
A government in good financial condition can afford to provide services on an on-going basis without disruption and can respond to changes. Financial condition can be monitored by reviewing long-term trends in the areas of revenues received, expenditures, debt, assets and the community's demographics and economy.

This report provides citizens and public officials with an overview of Metro's financial condition. It includes 23 financial and demographic measures covering a 10-year period, for fiscal years 2000 through 2009.

HIGHLIGHTS

- Metro revenues and expenditures increased at the same rate and grew faster than inflation.
- Revenues per capita remained about the same.
- Revenues from property taxes increased by 50% as the result of a 2006 voter-approved bond measure to acquire and improve regional natural areas.
- Revenues received by the Metropolitan Exposition Recreation Commission (MERC) facilities increased 14%.
- Solid Waste revenues and expenditures have declined in response to reduced tonnage at Metro facilities.
- General Fund expenditures increased 32% in the last ten years.
- Employee benefits continue to increase at a higher rate than wages.
- Because of two new bond measures (Natural Areas and Oregon Zoo), total capital project spending has increased. In addition, total debt and fixed costs for debt repayments have increased.
- Metro continues to be strong in maintaining liquidity ratios and unreserved fund balances to offset any financial emergencies or downturns that might occur.

Revenues

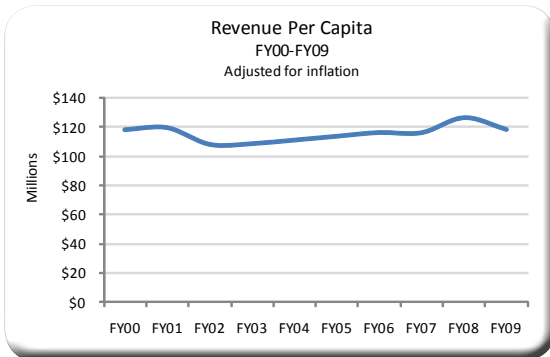


Total Revenues

In FY09, total Metro revenues were \$193 million. This is an increase of 13% over the 10-year period.

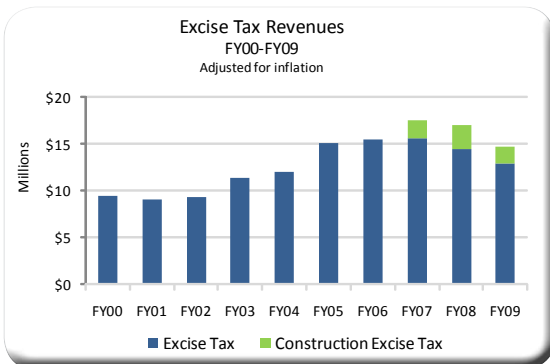
Revenue Sources

Over half of Metro's revenues were from service charges. Taxes represent almost a third of revenues. Metro receives two types of tax revenues: one from property taxes and the other through an excise tax. Included in general revenues are proceeds MERC receives through an intergovernmental agreement through Multnomah County's Transient Lodging Tax and Motor Vehicle Rental Tax.



Revenue per Capita

Because population in the region increased at about the same rate, revenues per resident mirrored the revenue trend and hovered around \$120 per capita.

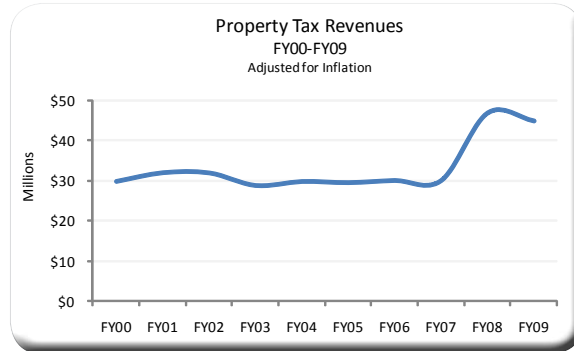


Excise Tax Revenues

Excise taxes are governed by the Metro Charter and Code and are typically revenues received from users of Metro services or facilities. From FY00 to FY09, revenues from excise taxes rose 55%. In FY09, the Oregon Zoo was exempted from this tax. Beginning in FY07, Metro imposed a tax on new construction within the region to fund planning in new areas brought into the Urban Growth Boundary.

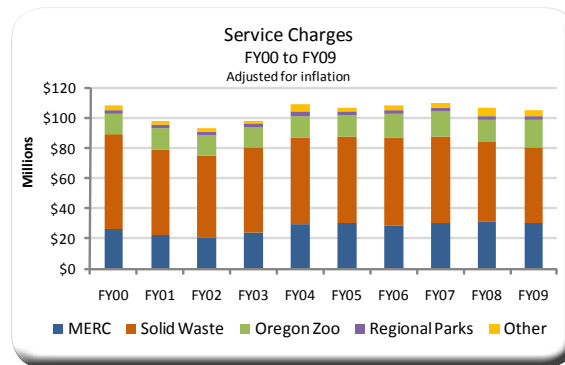
Property Tax Revenues

Revenue from property taxes was relatively stable at around \$30 million. In FY08, tax revenues increased as the result of a voter-approved bond measure for the purchase of open spaces and natural areas.



Service Charges

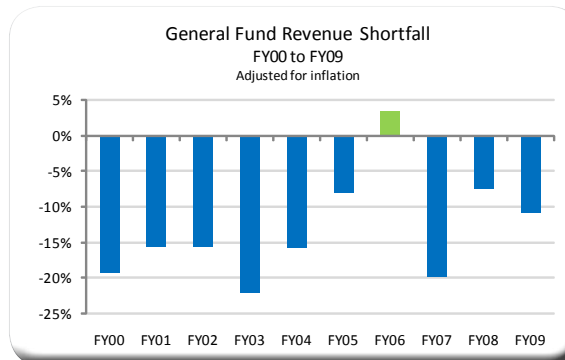
MERC facilities (Oregon Convention Center, Portland Center for the Performing Arts, and Exposition Center), Solid Waste facilities, the Oregon Zoo and Regional Parks all receive revenues from fees charged for attendance or use of their facilities and services. Solid Waste revenues were generated almost entirely by fees. Since FY07, these revenues have been declining. MERC facilities received about 70% of their revenues from fees. These revenues increased 14% in the 10-year period. Strong attendance and visitor spending accounted for the increase in Oregon Zoo revenues in the last fiscal year.



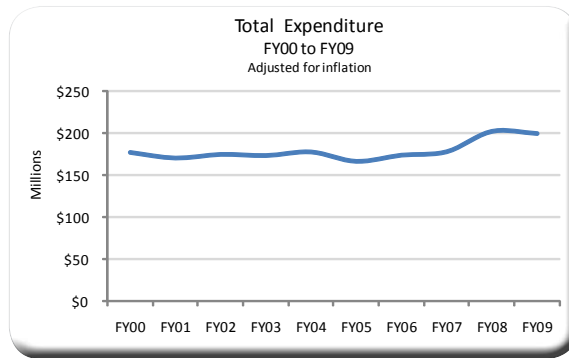
Revenue Shortfall

Revenue shortfall measures how well expected revenues were estimated each year. Significant shortfalls could require mid-year cuts of services or spending if funds were relied on. Metro has overestimated revenues in nine out of the past ten years.

In the Financial Condition Report FY98-07, it was determined that these shortfalls were primarily the result of over-estimation of grant receipts in the Planning and Development Department. The report recommended that Metro adopt a financial policy to encourage more conservative procedures for forecasting revenues. Revenue shortfalls caused by over estimating grant receipts have declined since FY07. An unanticipated drop in excise taxes received in FY09 added to the shortfall that year.



Expenditures

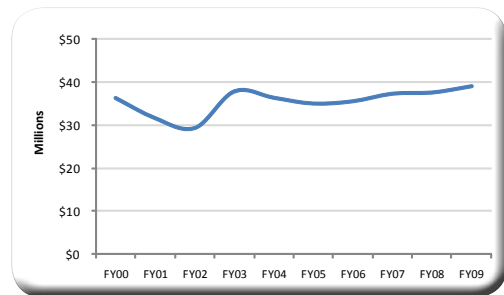


Total Expenditure

Total expenditure, adjusted for inflation, increased 13%. Included are operating expenditures for the General Fund, MERC and Solid Waste funds.

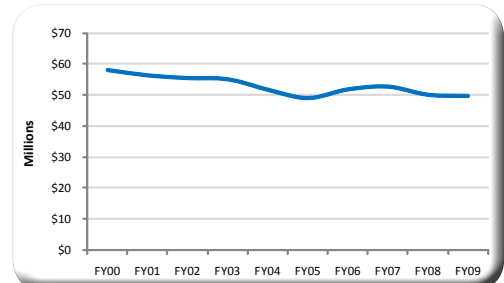
MERC

MERC facilities include the Oregon Convention Center, Portland Center for the Performing Arts and the Exposition Center. Total spending for all three operations increased 8% since FY00.



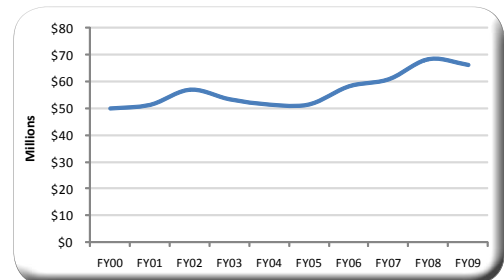
Solid Waste

Metro manages the region's solid waste system and operates two solid waste and recycling transfer stations. For the most part, Solid Waste expenditure has declined 14% over the last ten years. Five percent of that decline was in the last two years.



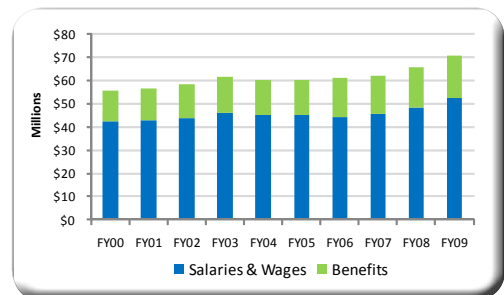
General Fund

General fund expenditure includes the Oregon Zoo, Regional Parks and Greenspaces, Planning and Development and internal business services, including the Office of the Auditor. Expenditures increased 32% in the last ten years.



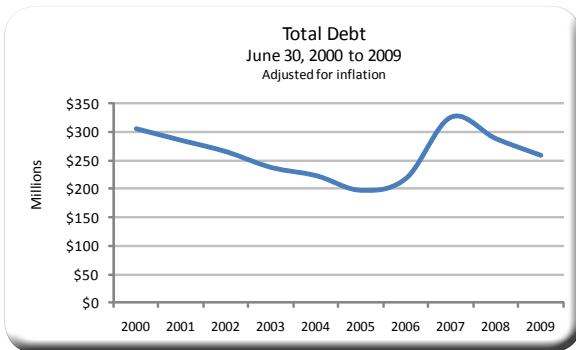
Wages & Benefits

Total employee salaries and benefits have increased 27% over inflation. Benefits increased at a higher rate (37%) than salaries and wages (24%).



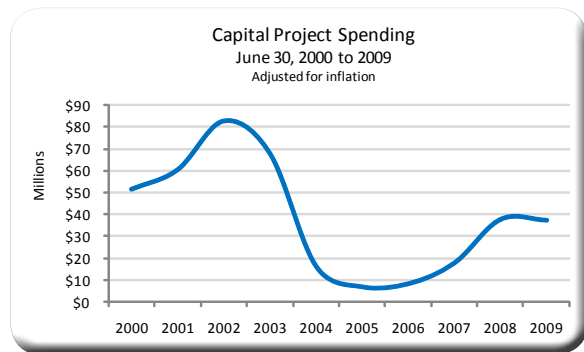
Total Debt at June 30

From 2000 to 2005, long-term debt declined as Metro completed payments. In 2007, Metro issued \$124 million in bonds for the purchase and preservation of natural areas. In 2009, Metro issued \$5 million in bonds to begin projects at the Oregon Zoo to improve animal welfare and make structural improvements.

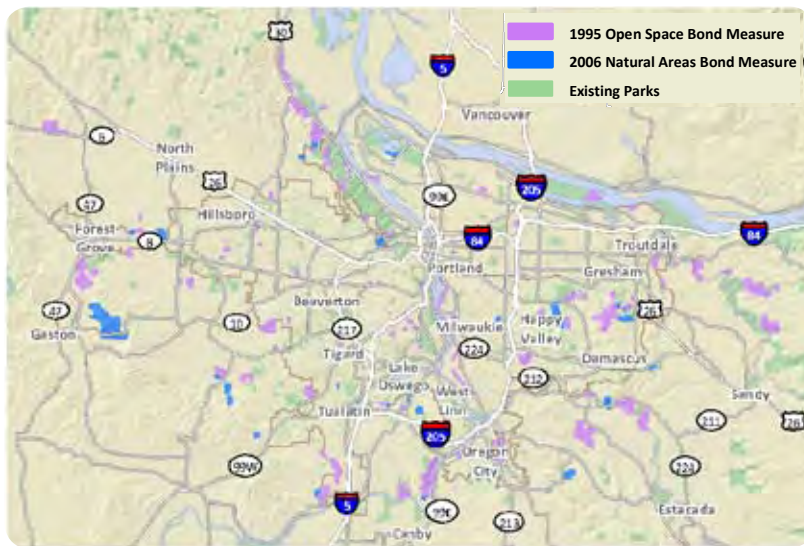


Capital Project Spending at June 30

Spending on capital projects increased significantly in 2008 after the Natural Areas Bond Measure Program started. Spending will continue to climb as capital spending begins for the Zoo Infrastructure and Animal Welfare Bond. Increased expenditure in 2001 through 2003 reflected the expansion of the Oregon Convention Center.

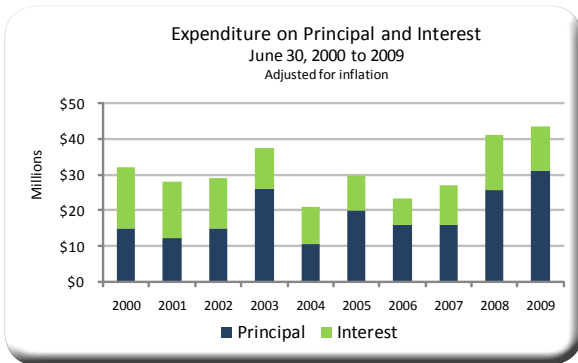


Land Acquired by Metro as the Result of Bond Measures



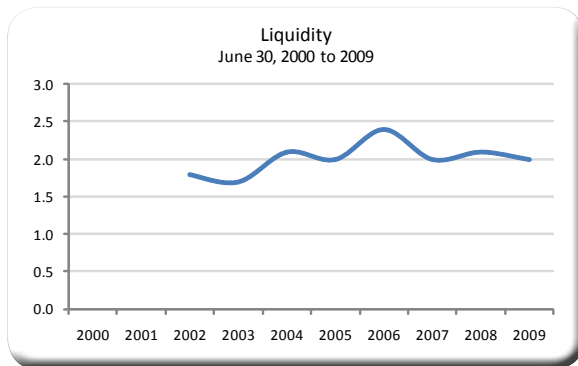
Source: Metro FLIS, Data Resource Center, 2010

Financial Condition



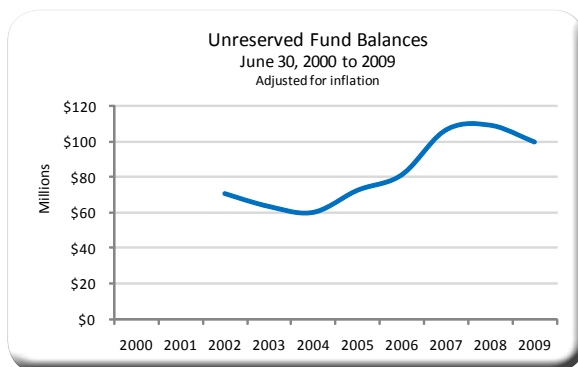
Expenditure on Principal & Interest at June 30

Debt repayment represents a fixed cost. Spending to repay debt has increased since 2007 due to two voter-approved bond measures. The Natural Areas Bond Measure was approved to acquire and preserve natural areas. The Zoo Infrastructure and Animal Welfare Bond funds improvements to Zoo structures and animal welfare.



Liquidity at June 30

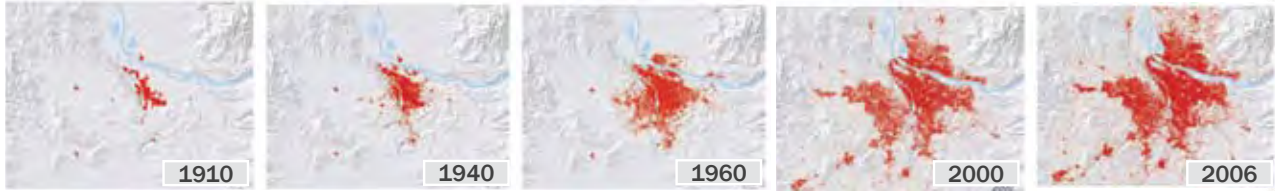
Liquidity measures Metro's ability to meet its short-term obligations. It is the ratio of cash to short-term liabilities. A ratio of less than one-to-one is considered a warning sign. Metro has consistently been above that ratio. Because of changes to meet new accounting standards, comparable data is not available prior to 2002.



Unreserved Fund Balances at June 30

The size of Metro's fund balances can affect the ability to withstand financial emergencies. Unreserved fund balances declined in 2009 but increased 41% from 2002 to 2009.

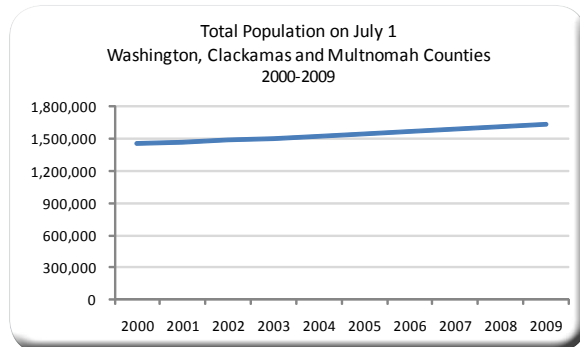
Urbanization in the Greater Portland Area



Source: 1910, 1940, 1960 Historic Metropolitan Planning Commission maps, 2000 NOAA CCAP Landcover, 2006 NLCO from MRLC

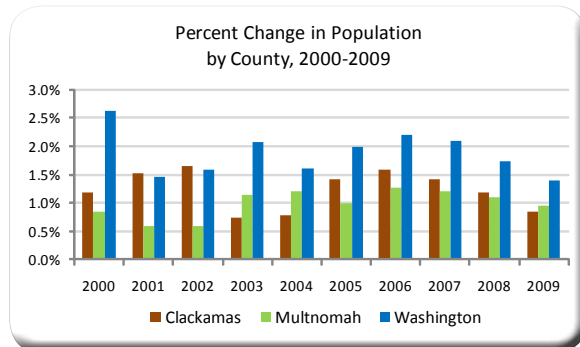
Population

Total population for the three counties in the region increased 12% from 2000 to 2009.



Source: Portland State University, Population Research Center

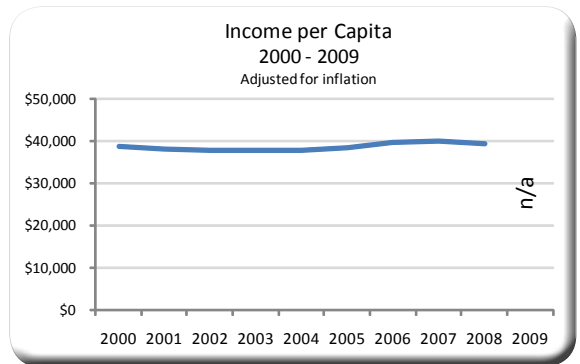
Of the three counties, Washington County's population increase was the largest at 17%. For most years, Multnomah County's population increased at a lower rate than the two other counties.



Source: Portland State University, Population Research Center

Income per Capita

Once adjusted for inflation, per capita income in the Metro region increased slightly (1.5%).



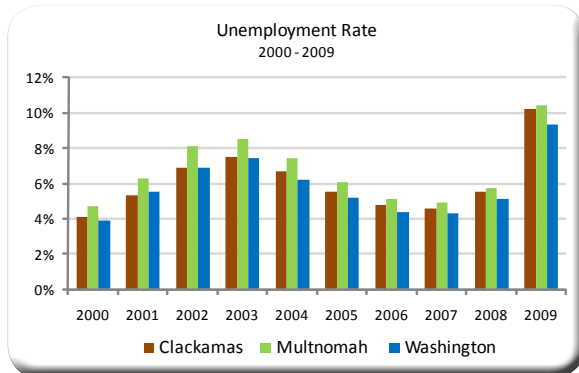
Source: U.S. Bureau of Economic Analysis

Economic & Demographic Trends

Location of Employers for the Tri-county Area



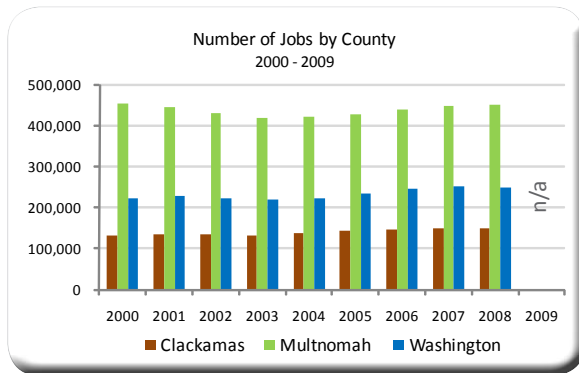
Source: Bureau of Labor Statistics Quarterly Census of Employment and Wages (ES-202)



Source: State of Oregon, Employment Department

Unemployment Rate

The rate of unemployment in 2009 was the highest it had been in the last ten years. The unemployment rate in Multnomah County has consistently been higher than in Washington or Clackamas counties.



Source: State of Oregon, Employment Department

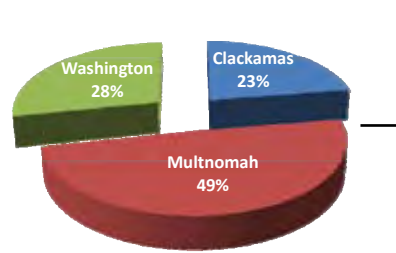
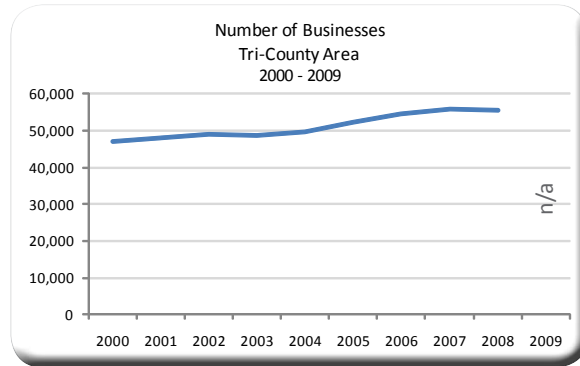
Number of Jobs by County

The number of jobs began to decline in Clackamas and Washington counties in 2008. Data is not yet available for 2009. Multnomah County accounts for 1/2 of all jobs in the tri-county area.

Economic & Demographic Trends

Number of Businesses

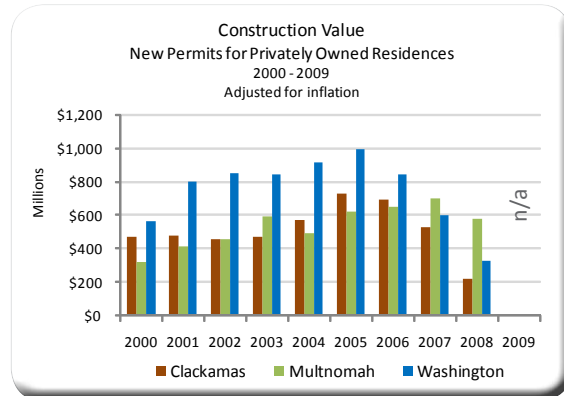
Although the number of businesses in Clackamas, Multnomah and Washington counties dropped slightly from 2007 to 2008, there was an 18% increase from 2000. In 2008, Multnomah County accounted for 49% of total businesses in the area.



Percent of Businesses 2008 by County

Construction Value

The value of permits for new construction in Multnomah County increased 79% over the last 10 years. Clackamas and Washington counties experienced declines.



SCOPE & METHODOLOGY

The purpose of this audit was to evaluate the financial condition of Metro. We identified information from Metro's budgetary and financial accounting systems and reports, combined it with economic and demographic data and created a series of financial indicators. When plotted over time, these indicators can be used to monitor changes in financial condition and provide information to assist decision makers. Our scope included both general government operations and business-type operations such as those of the Metropolitan Exposition and Recreation Commission and the Solid Waste System. We did not include capital project funds, internal service funds or trust funds.

We obtained data from the independently audited Comprehensive Annual Financial Reports (CAFR). We also obtained some information from the adopted budgets and more detailed information about revenue sources, personnel costs and budget shortfalls from Metro's financial accounting system. Economic and demographic data was obtained from outside published sources. All dollars were adjusted for inflation in current FY09 or 2009 dollars, whichever was appropriate.

We conducted this performance audit in accordance with generally accepted government auditing standards. These 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.

Much of the financial information in this report is from the CAFR and therefore, we relied on the work of Metro's external financial auditors. We reviewed other information for reasonableness and consistency. We did not audit the accuracy of source documents or reliability of data in computer-based information.



Office of the Auditor
600 NE Grand Avenue, Portland, OR 97232
(503) 797-1892

Agenda Item Number 5.1

Consideration of Minutes for the May 6, 2010 Metro Council Regular Meeting.

Consent Agenda

Metro Council Meeting
Thursday, May 13, 2010
Metro Council Chamber

Agenda Item Number 6.1

Resolution No. 10-4144, For the Purpose of Amending the
2008-2011 Metropolitan Transportation
Improvement Program (MTIP) to Allocate Funds to Community
Projects that Enhance Efficiency of the Regional Transportation
System.

RESOLUTIONS
COUNCILOR COLLETTE

Metro Council Meeting
Thursday, May 13, 2010
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING) RESOLUTION NO. 10-4144
THE 2008-2011 METROPOLITAN)
TRANSPORTATION IMPROVEMENT) Introduced by Carlotta Collette
PROGRAM (MTIP) TO ALLOCATE
FUNDS TO COMMUNITY PROJECTS
THAT ENHANCE EFFICIENCY OF THE
REGIONAL TRANSPORTATION
SYSTEM

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

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

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

WHEREAS, the 2008-11 MTIP established a \$3,000,000 program fund for Intelligent Transportation System (ITS) projects and conditioned the allocation on project recommendations by TransPort Subcommittee to the Transportation Policy Alternatives Committee (TPAC); and

WHEREAS, JPACT and Metro Council approved an additional \$3,000,000 ITS program allocation for the 2012-15 MTIP; and

WHEREAS, Metro and TransPort, the ITS subcommittee to TPAC, prepared the Regional Transportation System Management and Operations (TSMO) Plan that provides a ten-year investment strategy for system management and includes a recommendation for programming the MTIP ITS allocations; and

WHEREAS, JPACT and Metro Council approved Resolution No. 09-4099 accepting the Regional TSMO Plan; and

WHEREAS, the allocation of \$3,000,000 to projects identified in the Regional TSMO Plan is not included in the 2008-11 MTIP; and

WHEREAS, the Regional TSMO Plan demonstrates intent to program the \$3,000,000 allocated for 2012-13 in the upcoming 2012-15 MTIP; and

WHEREAS, this change to programming is exempt by federal rule [40 CFR 93.134] from the need for conformity determination with the State Implementation Plan for air quality; and

WHEREAS, JPACT approved Resolution No. 10-4144 at the May 13, 2008 meeting; and now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to amend the 2009-11 Metropolitan Transportation Improvement Program to allocate the Intelligent Transportation System program funds as shown in Exhibit A to this resolution, and approve the intent to allocate the Intelligent Transportation System program funds in the 2012-15 Metropolitan Improvement Program.

ADOPTED by the Metro Council this _____ day of _____, 2010.

David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 10-4144

2008-11 Metropolitan Transportation Improvement Plan Table 4.2.1 amendment

Existing Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	1,297,000	1,500,000	1,500,000	1,500,000	
PSU	15602	PORTAL Data Archive	Support enhancement to regional transportation data archive	CMAQ	Other	100,000	103,000			100,000

Amended Programming

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
Metro	15602/15603	ITS Programmatic allocation	Develop ITS program	CMAQ	Other	0	0	0	0	0
PSU		PORTAL		CMAQ	Other	100,000	103,000	100,000	100,000	100,000
Metro		Arterial Performance Measure RCTO	Develop concept of operations for arterial performance measurement	CMAQ	Plan		150,000			
ODOT		ITS Network	Upgrade ITS network equipment	CMAQ	Other					47,000
Metro		Active Traffic Management RCTO	Develop concept of operations for active traffic management	CMAQ	Plan					300,000
ODOT		TTIP Enhancement for Arterial Traveler Information	Update software and in field systems for data transfer to TTIP	CMAQ	Other				500,000	
City of Beaverton		Canyon Rd/Beaverton-Hillsdale Hwy Adaptive Signal Timing	Install adaptive signal timing	CMAQ	Const			750,000		
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	PE				500,000	
Washington Co		Tualatin-Sherwood Rd ATMS Phase II (Teton – 99W)	Upgrade traffic signal systems and install video detection system	CMAQ	Const					1,350,000

Exhibit A to Resolution No. 10-4144

Sponsor	Metro ID No.	Project Name	Project Description	Funding Source	Project Phase	2009	2010	2011	2012	2013
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	PE			500,000		
City of Portland		Active Corridor Management Powell/Glisan/Sandy/Halsey/I-84	Provide real-time traveler information, updates event timing plans in I-84 corridor	CMAQ	Const				1,400,000	
Sub Totals						100,000	253,000	1,350,000	2,500,000	1,797,,000
Total						6,000,000				

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 10-4144, FOR THE PURPOSE OF AMENDING THE 2008-2011 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ALLOCATE FUNDS TO COMMUNITY PROJECTS THAT ENHANCE EFFICIENCY OF THE REGIONAL TRANSPORTATION SYSTEM

Date: May 5, 2010

Prepared by: Deena Platman – 797-1754

BACKGROUND

JPACT and Metro Council approved a total of \$6 million in Intelligent Transportation System (ITS) programmatic funding for MTIP years 2010 – 2013. The condition placed on the program funds required TransPort, the ITS subcommittee for TPAC, make a recommendation for the allocation of these funds to TPAC, JPACT and Metro Council. In making its recommendation, TransPort was directed to consider the following items:

- Consistency with National ITS Architecture and Standards;
- First consideration to a project of similar scope to the Tualatin-Sherwood Road Advance Traffic Management System (ATMS): I-5 to 99W;
- Projects defined in the Clackamas County ITS application;
- Projects developed through a Regional Concept of Operations (RCTO) process or as part of an opportunity fund for supportive infrastructure or spot improvements; and
- ITS programmatic allocation occurs in the context of a regional strategy ITS.

To meet the conditions for allocation of the ITS programmatic funds, Metro sought and received a 2007-09 Transportation and Growth Management (TGM) grant to develop the Regional Transportation System Management and Operations (TSMO) Plan. JPACT and Metro Council accepted the plan in December 2009.

The Regional TSMO Plan provides a 10-year investment strategy for system operations and demand management. The MTIP includes separate programmatic allocations for ITS and for Regional Travel Options (RTO). The TSMO plan provides recommended programming for MTIP funds allocated to ITS in the 2010-11 and 2012-13 years. The RTO funds are allocated to projects under a separate action. Attachment 1 to this staff report describes the recommended ITS projects for funding in the four-year timeframe.

The 2008-2011 MTIP needs to be amended to reflect the sub allocation of program funds. Additionally, the TSMO plan demonstrates intent to program funds allocated for 2012-2013 in the upcoming 2012-15 MTIP.

ANALYSIS/INFORMATION

- **Known Opposition** There is no known opposition to the proposal.
- **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); Amends the Metro Council Resolution 07-3773 on March 15, 2007 (For the Purpose of Allocating Regional Flexible Funding for the Years 2010-2011); Amends the Metro Council Resolution 09-4017 on March 19, 2009 (For the Purpose of Allocating Regional Flexible Funding for the Years 2012-2013).

- **Anticipated Effects** Adoption of this resolution will allocate federal transportation funding for implementation of the Regional TSMO plan.
- **Budget Impacts** A local agency match is required for funds allocated to Metro for Regional Concept of Operations (RCTO) projects. In 2008-11 MTIP, \$150,000 is allocated for the Arterial Performance RCTO. The resolution recommends that the 2012-15 MTIP include a \$350,000 allocation for the Active Traffic Management RCTO. The required local agency match applied to these federal funds is 10.27%. Metro's FY 2010-2011 budget does not include local match funding for the Arterial Performance RCTO. This project will not proceed until a local match source is identified.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 10-4144.

**Metro | Memo**

Date: April 22, 2010

To: Metro Council, JPACT, TPAC and interested parties

From: Deena Platman, Principal Transportation Planner

Re: MTIP and Intelligent Transportation System (ITS) Programmatic Funding Allocation Recommendation

Background

The Joint Policy Advisory Committee on Transportation (JPACT) and Metro Council approved two consecutive allocations of Metropolitan Transportation Improvement Plan (MTIP) regional flexible funds totaling \$6 million for the specific purpose of supporting regional investment in system management and operations. The region recently approved a Regional Transportation System Management and Operations (TSMO) Plan that lays out a ten year investment strategy for system and demand management. The plan includes a recommendation for allocating the \$6 million in ITS program funds to a set of projects to be pursued over the next four years. In order to authorize expenditure of these funds, the 2008-2011 MTIP needs to be amended to reflect the distribution of funds to selected projects. Additionally, the upcoming 2012 – 2015 MTIP should reflect the recommended programming for the 2012-2013 funds.

Programming Recommendation

Following is a description of TransPort's recommendation for allocating the 2010-2013 MTIP ITS program funds. The set of investments include a combination of concept of operations studies, regional system enhancements and corridor improvements, and were selected for funding because they will lay the foundation necessary to fully implement the plan. The table below provides a summary of the projects recommended for MTIP funding.

Project	Recommended Allocation
PORTAL support	\$503,000
ITS network support	\$47,000
Arterial Performance Measure RCTO	\$150,000
Active Traffic Management RCTO	\$300,000
TTIP enhancement for arterial traveler information phase 1	\$500,000
Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing	\$750,000
Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2	\$1,850,000
Active corridor management:I-84/Powell/ Glisan/Halsey/Sandy	\$1,900,000
Total	\$6,000,000

Portland OR Regional Transportation Archive Listing (PORTAL) support

Continued support for the PORTAL system, housed at Portland State University, includes an upgraded interface and new tools to archive and display transportation data. The data can be used for traveler information, operations management, research and decision-making.

Operate and maintain the Intelligent Transportation System (ITS) network

Fund replacement equipment as well as support new equipment that enables agencies to access the ITS network. The ITS network is used to securely share transportation operations data between agencies participating in the network.

Arterial Performance Measure Regional Concept of Operations (RCTO)

The RCTO identifies performance measures for the region's arterial network and develops standards for data collection and dissemination to travelers. It will lay the groundwork for all future arterial system management projects and guides selection of data collection equipment and design.

Active Traffic Management Regional Concept of Operations (RCTO)

The RCTO evaluates the potential effectiveness of variable speeds and managed lanes. It will analyze the regional corridors and prioritize investments in active traffic management.

TTIP enhancement for arterial traveler information phase 1

Updates software and in field systems on arterial roadways necessary to capture and transfer data to ODOT's TripCheck Travel Information Portal (TTIP) data exchange system.

Canyon Rd/Beaverton-Hillsdale Hwy adaptive signal timing

Constructs an adaptive signal system through downtown Beaverton. It builds on a current adaptive signal timing project on Beaverton-Hillsdale Hwy. Due to the close proximity of the two facilities and the several cross streets that intersect them, optimal operations occur when both are equipped with adaptive signal systems.

Tualatin-Sherwood Rd Advance Traffic Management System (ATMS), phase 2

Provides funding for second phase of ATMS on Tualatin-Sherwood Rd, providing a complete traveler information and arterial management system.

Active corridor management on I-84/Powell/ Glisan/Halsey/Sandy

Expands traveler information and enables incident management techniques that reduce traveler delay and improve safety in the I-84 corridor. It provides real-time traveler information along I-84 and parallel facilities to assist travelers in making informed route decisions. It also implements incident management strategies such as variable speed limits and event signal timing plans.