



Metro | Agenda

Meeting: Metro Council
Date: Thursday, Jan. 19, 2012
Time: 2 p.m.
Place: The Oregon Zoo, Cascade Crest Banquet Room
4001 SW Canyon Rd.
Portland, OR 97221-9704

CALL TO ORDER AND ROLL CALL

1. **INTRODUCTIONS**
2. **CITIZEN COMMUNICATIONS**
3. **CONSENT AGENDA**
 - 3.1 Consideration of the Minutes for Jan. 12, 2012
 - 3.2 **Resolution No. 12-4319**, For the Purpose of Amending the Financially Constrained 2035 Regional Transportation Plan (RTP) and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the Northbound Cornelius Pass Road to US 26 Eastbound Project.
 - 3.3 **Resolution No. 12-4320**, For the Purpose of Amending the Financially Constrained 2035 Regional Transportation Plan (RTP) and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the Construction of the Sellwood Bridge Replacement Project.
 - 3.4 **Resolution No. 12-4321**, For the Purpose of Amending the Financially Constrained 2035 Regional Transportation Plan (RTP) to Add the City of Portland Bikeshare Project and to Remove the Allen Boulevard and Nimbus Avenue Extension Projects.
 - 3.5 **Resolution No. 12-4323**, For the Purpose of Amending the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the City of Portland Peer-to-Peer Carsharing Project.
 - 3.6 **Resolution No. 12-4326**, For the Purpose of Confirming Deidra Krys-Rusoff and Andrew Lonergan Appointments to the Investment Advisory Board.
4. **ORDINANCES – FIRST READING**
 - 4.1 **Ordinance No. 12-1269**, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule for Increased Operations, Marketing, and Communications for a new Cirque du Soleil Event to be Held at the EXPO Center.
 - 4.2 **Ordinance No. 12-1270**, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule and the FY 2011-12 Through 2015-16 Capital Improvement Plan.
 - 4.3 **Ordinance No. 12-1271**, For the Purpose of Amending the F 2011-12 Budget and Appropriations Schedule Increasing a Net 0.5 FTE in the Research Center.

Continued on back...

5. RESOLUTIONS

- 5.1 **Resolution No. 12-4325**, For the Purpose of Metro Council's Acceptance of the **Harrington** Results of the Independent Audit Report for Financial Activity During Fiscal Year 2010-2011.

6. CHIEF OPERATING OFFICER COMMUNICATION

7. COUNCILOR COMMUNICATION

ADJOURN

Please note the Jan. 19 Council meeting will not be video recorded or televised. Please contact the Council front desk to receive a copy of the audio recording and/or visit the Metro web site at:
<http://www.oregonmetro.gov/index.cfm/go/by.web/id=21730>.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement Coordinator to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item No. 3.1

Consideration of the Minutes for Jan. 12, 2012

Consent Agenda

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

Agenda Item No. 3.2

Resolution No. 12-4319, For the Purpose of Amending the Financially Constrained 2035 Regional Transportation Plan (RTP) and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the Northbound Cornelius Pass Road to US 26 Eastbound Project.

Consent Agenda

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 12-4319
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP)	)	Introduced by Councilor
AND THE 2010-13 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM (MTIP) TO ADD THE)	
NORTHBOUND CORNELIUS PASS ROAD TO)	
US 26 EASTBOUND PROJECT)	

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

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 RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the 2035 RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved by Resolution the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1 million to fund the Northbound Cornelius Pass Road to US 26 Eastbound Project.

WHEREAS, these IOF funds were not included as part of the 2035 financially constrained RTP or 2010-2013 MTIP; and

WHEREAS, the City of Hillsboro requests that the 2035 RTP and 2010-13 MTIP be amended to include the Northbound Cornelius Pass Road to US 26 Eastbound Project; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP and the 2010-13 MTIP;

WHEREAS, 30-day public comment period was held on the proposed amendments and the air quality conformity analysis; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the 2035 financially constrained RTP project list to include the Cornelius Pass Road to US 26 Eastbound project as shown in Exhibit A.

2. Amend the 2010-13 MTIP to include the Cornelius Pass Road to US 26 Eastbound Project as shown in Exhibit B.

ADOPTED by the Metro Council this _____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-4319

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to include the Sellwood Bridge Replacement project.

New RTP Project:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11359	Hillsboro / ODOT	Northbound Cornelius Pass Road to US 26 Eastbound	Cornelius Pass Rd and US 26 Eastbound	Cornelius Pass Rd and US 26 Eastbound	Major Arterial	Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 Eastbound.	\$1,000,000	2008 - 2017	X	Roads / Bridges

Exhibit B to Resolution No. 12-4319

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Amend MTIP to add the Northbound Cornelius Pass Road to US 26 Eastbound Project.

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Northbound Cornelius Pass Road to US 26 Eastbound Project	Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 Eastbound.		Hillsboro	\$1,000,000	PE	IOF	2012	\$0	\$0	\$130,000	\$130,000
					ROW	IOF	2012	\$0	\$0	\$100,000	\$100,000
					Con	IOF	2013	\$0	\$0	\$770,000	\$770,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4319, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE NORTHBOUND CORNELIUS PASS ROAD TO US 26 EASTBOUND PROJECT

Date: December 28, 2011

Prepared

by: Josh Naramore

BACKGROUND

The City of Hillsboro has requested an amendment to the 2035 Regional Transportation Plan (RTP) and to the 2010-13 Metropolitan Transportation Improvement Program (MTIP). The Joint Policy Advisory Committee on Transportation and the Metro Council together have the authority to approve amendments to both the RTP and the MTIP.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1 million. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and 2010-13 MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. The original request letter from the City of Hillsboro is included as Attachment 1. These related projects address transportation issues associated with Intel's planned expansion at its Ronler Acres campus and will improve existing deficiencies in area.

- ***City of Hillsboro, Project 1A.*** This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.
- ***City of Hillsboro, Project 1B.*** This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Project 1A is on a local street and is not considered part of the regional network and is not regionally significant. Therefore, it does not need to be included in the 2035 RTP or the 2010-13 MTIP. Project 1B is the subject of the City of Hillsboro's amendment request and this subsequent resolution. The City is jointly requesting an amendment to the 2035 financially constrained RTP and 2010-2013 MTIP to add the Northbound Cornelius Pass Road to US 26 Eastbound Project.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding the projects to the 2035 financially constrained RTP and the 2010-13 MTIP will not result in any change in status to air quality conformity. A copy of the air quality report summarizing the findings is included as Attachment 2.

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendments requested by these four jurisdictions meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from Dec. 7 2011 to 5 p.m. Thursday, Jan. 5. The comment period was advertized with a legal notice in The Oregonian on Dec. 7 and a newsfeed posted to Metro's News web site on Dec. 9. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments. Because of the limited scope of the amendments, recent JPACT approval of some of the projects in other contexts, and constrained time period for review, staff determined that translation and specific environmental justice outreach were not required. No comments have been received as of this date relating to the proposed Northbound Cornelius Pass Road to US 26 Eastbound Project amendment.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4319.

CITY OF HILLSBORO



October 21, 2011

Tom Kloster and Kim Ellis
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Re: RTP Amendment Request: Cornelius Pass Road to US 26 Eastbound – Double Right Turn Lanes and Ramp Meter Storage Improvements

Dear Mr. Kloster and Ms. Ellis:

This is a request to initiate an amendment to include the above-mentioned project in the fiscally constrained Regional Transportation Plan (RTP).

In June 2011, the City in partnership with Intel Corporation was awarded a Type A Immediate Opportunity Fund (IOF) in the amount of \$1,000,000 to aid with necessary transportation improvements in conjunction with Intel's multi-billion dollar expansion at their Ronler Acres, Hillsboro facilities. As this funding source was not considered in the establishment by the City or the Region as a likely revenue stream in formulating the RTP financially constrained "budget", the City recommends Metro not require removal of a separate project of equal value from the City's financially constrained RTP project list.

In October 2010, Intel announced that the company will invest \$6-\$8 billion on future generation manufacturing technology in its American facilities, with the majority of that occurring at their Ronler Acres Campus in Hillsboro. Intel's brand-new fabrication facility in Oregon – to be called "D1X" – is scheduled for R&D startup in 2013. Concurrent upgrades are also planned for two existing factories at the Hillsboro Ronler Acres Campus (known as D1C and D1D).

Project Background

City of Hillsboro and Washington County staff have coordinated, with both Intel and Oregon Department of Transportation (ODOT), two separate projects (referred to as Project 1A and 1B respectively as shown in attached Exhibits) to address the immediate transportation issues associated with Intel's expansion at their Ronler Acres campus. The solutions being implemented by Intel and the City not only mitigate Intel's impacts to the County arterial system on Evergreen Parkway, but improve existing deficiencies in the immediate area. Project 1A would build a new public roadway connection between 229th Avenue and Cornelius Pass Road to address traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including at Evergreen Parkway and reflect an investment of approximately \$2.44 million by Intel and the City of Hillsboro. Project 1B which is the subject of this communication would ensure that the Intel expansion does not adversely affect the operation at the interchange of US Highway 26 and

Cornelius Pass Road. Transportation improvements proposed on Cornelius Pass Road are illustrated in the attached Exhibits as Project 1B, and specifically, they include:

- Widen northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound.
- Relocate and/or modify the traffic signal at the Cornelius Pass Road intersection with the US 26 eastbound ramp terminals and the ramp meter on the Cornelius Pass Road northbound to US 26 eastbound on-ramp.
- Relocate the bike and pedestrian facilities along northbound Cornelius Pass Road as necessary to accommodate the above improvements.

The improvements relating to Project 1B are consistent with the Washington County and City of Hillsboro Transportation System Plans but however would need to be amended into Metro's financially constrained Regional Transportation Plan. The improvements are compliant with local land use regulations and ODOT Region 1 staff have reviewed the traffic study conducted as part of Intel's D1X construction project and have specifically recommended these improvements. Maintenance of the improvements at the onramp would be provided by ODOT, while maintenance of the double right turn lanes on Cornelius Pass Road would be provided by Washington County.

Project Budget

The cost of the onramp and double right turn lane public roadway improvements on Cornelius Pass Road and US-26 (Project 1B), including right of way, is estimated to be \$1,000,000. The cost of improvements to the public surface street network (Project 1A), including the value of right of way being dedicated by Intel, is estimated at approximately \$2,440,000. Project administration and management services for the IOF funded improvements on Cornelius Pass Road and the US Highway 26 onramp would be provided by the City of Hillsboro.

Use of Funds

Task	Project 1A and 1B Estimated Costs	City/Intel Project 1A Match Funds	Project 1B IOF Funds
Engineering, Surveying, Project Management	\$380,000	\$250,000	\$130,000
Right-of-Way	\$610,000	\$510,000	\$100,000
Construction	\$2,450,000	1,680,000	\$770,000
Total	\$3,440,000	\$2,440,000	\$1,000,000

The Immediate Opportunity Fund (IOF) grant will augment the \$2.44 million of Intel/City funding and will reflect nearly a 2.5:1 leverage of the IOF grant funds.

Source of Funds

	Amount
City/Intel – Transportation Development Tax Funds	\$2,440,000
ODOT – IOF Grant Funds	\$1,000,000
Total	\$3,440,000

Project Timeline

Based on known issues the following timetable is estimated, commencing upon award of the proposed IOF grant:

Project 1B: (Northbound Cornelius Pass Rd to US 26 Eastbound)

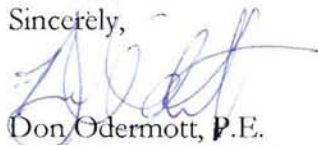
- Intergovernmental Agreements: September 2011 – January 2012
- RTP and STIP Amendments: October 2011 – January 2012
- Request for Proposals for Design Services Issued: February 2012
- Award of Consultant Services Contract: March 2012
- Survey and Design: April 2012 – July 2012
- Permitting: July 2012 – August 2012
- Advertise for Construction Bids: September 2012
- Award of Construction Contract: October 2012
- Construction: November 2012 – February 2013

This request for the RTP amendment is with the understanding that the right turn lane at Cornelius Pass Road feeding the Eastbound ramp at US Highway 26 will provide capacity increase at the intersection but that increase is only warranted at the morning and afternoon peak hours which coincides with when the ramp meters are operational. Since the overall transportation system capacity is regulated by the ramp meters, and we do not anticipate a dispersal rate modification in conjunction with this project, we do not expect an environmental impact significant enough to justify air quality modeling as the ramp meters would still restrict final capacity during peak times.

We are therefore requesting an RTP amendment for the said project. Your timely consideration of this request would help us in moving this project forward in order to meet the projected schedule and fulfill the much needed improvements in advance of Intel's opening of their new facility. We would also appreciate your guidance and suggestions with regard to the RTP amendment process as this is our first time through this process on a project specific basis.

If you have any questions or need additional information please do not hesitate to contact me at 503-681-6451 or Amica Bose at 503-681-5218.

Sincerely,



Don Odermott, P.E.

Transportation Planning Engineer

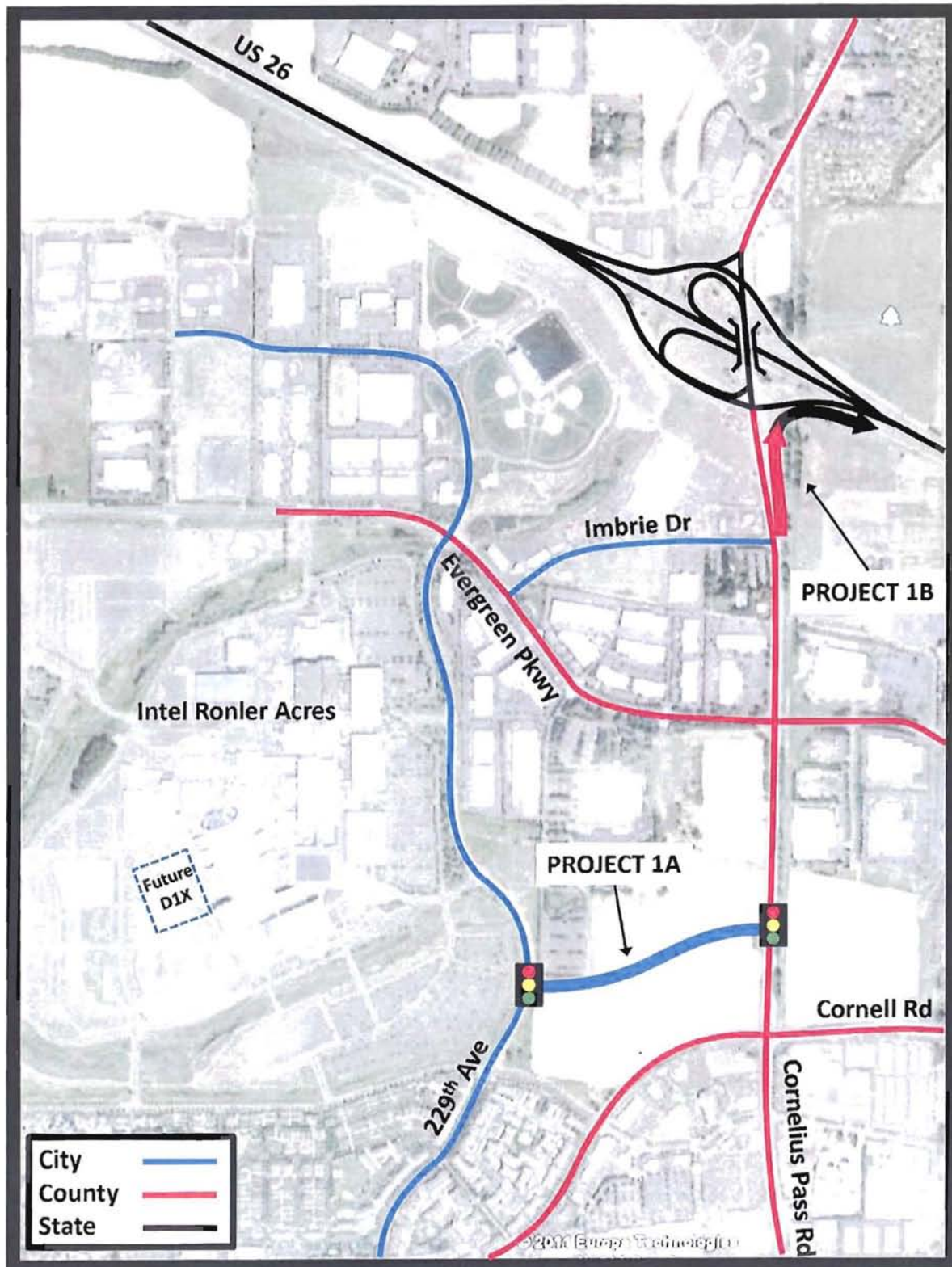
Encl: Exhibits

- c:
- Amica Bose, City of Hillsboro
 - Andy Back, Washington County
 - Gary Stockhoff, Washington County
 - Akin Owosekun, Oregon Department of Transportation
 - Rian Windsheimer, Oregon Department of Transportation

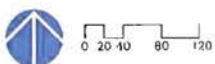
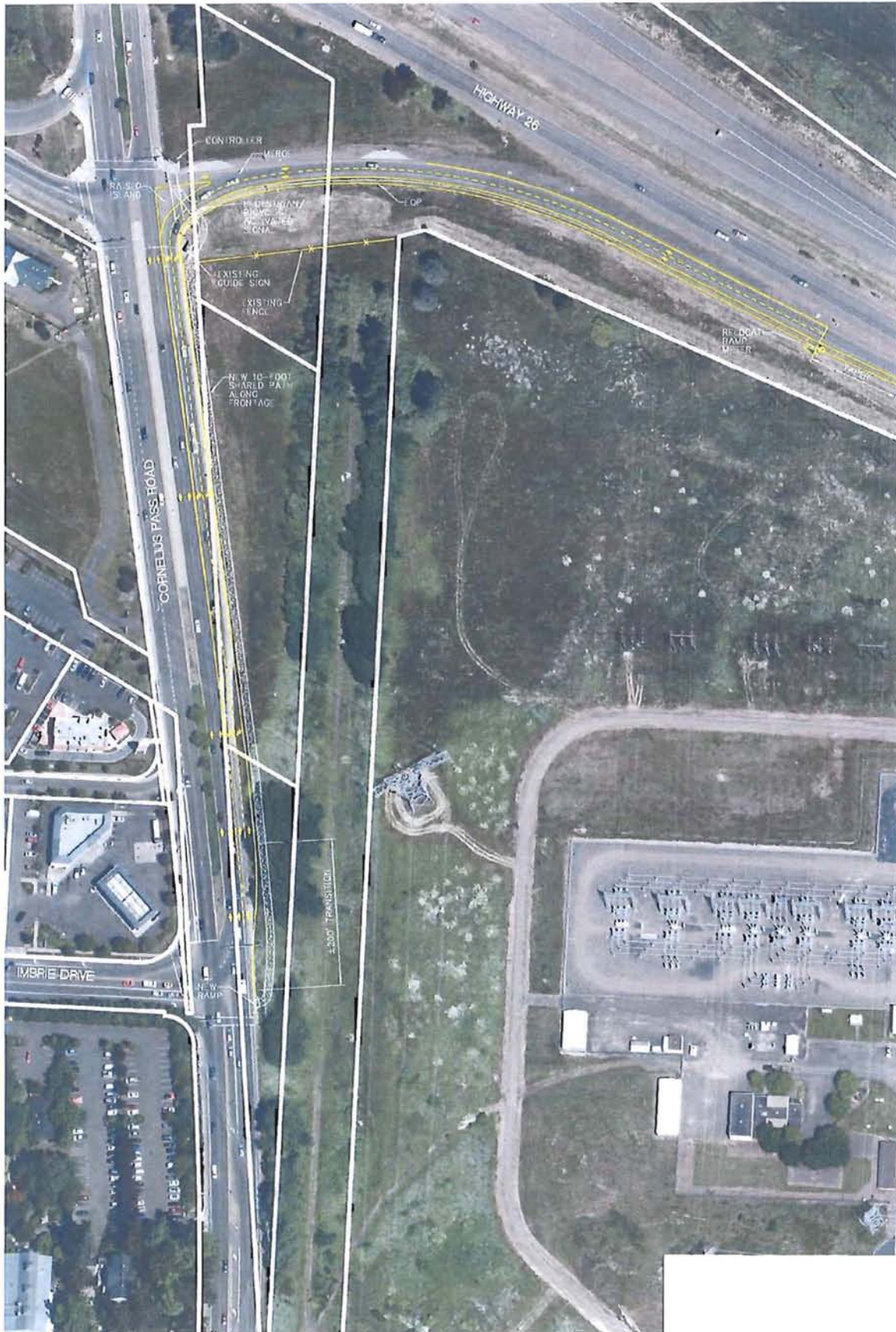
City of Hillsboro

Immediate Opportunity Grant Request

Proposed Transportation Improvements/Intel Ronler Acres Expansion



05/11/2011



MAY 6, 2011

CORNELIUS PASS ROAD AND HIGHWAY 26 IMPROVEMENTS

EXHIBIT A

GROUP
MACKENZIE



Date: November 22, 2011

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Marina Orlando, ODOT; Alan Lehto, TriMet

From: Matt Bihn

Subject: Proposed RTP Amendments and Air Quality

Proposal

Four jurisdictions have requested amendments to the Metro 2035 Regional Transportation Plan (RTP) and to the Metropolitan Transportation Improvement Program (MTIP). We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by November 29, 2011.

- The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at their Ronler Acres campus and will improve existing deficiencies in area.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1,000,000. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

- The City of Beaverton has requested that two projects, RTP #10632 and RTP #10640, be deleted from the 2035 Financially Constrained RTP. During the final adoption of Beaverton's TSP and after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities.
- Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. With the initiation of the local vehicle registration fee, the project has sufficient funding to add the construction phase to the financially constrained RTP.
- The City of Portland has requested to add the bike share project that is currently part of the Regional Flexible Funds allocation process to the 2035 financially constrained RTP project list. If this project is awarded funding through the Regional Flexible Funds Allocation process, this project would be incorporated in the 2012-2015 MTIP.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2010 RTP.

City of Hillsboro, Project 1A. This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.

Design update from 2035 RTP Conformity Model Assumptions: adds 1 lane each direction, with a center turn lane, with a capacity of 900 vehicles per hour in each direction.

City of Hillsboro, Project 1B. This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Design update from 2035 RTP Conformity Model Assumptions: adds one auxiliary turn lane to existing turn lane on northbound Cornelius Pass Road, increasing capacity from 1800 to 2000; adds one lane to existing lane on eastbound ramp to US-26, with no change in capacity because the modeled ramp capacity is determined by the ramp metering rate. Signal, ramp meter, and pedestrian facility work has no impact on the model.

City of Beaverton, remove RTP #10632. This project widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in reduction of capacity of 400 vehicles per hour per direction (from 1,800 vehicles per hour to 1,400 vehicles per hour) from Allen Boulevard between Murray Boulevard and Highway 217, a distance of approximately 1.75 miles. Signals, bike lanes, and sidewalks are not represented in the model network.

City of Beaverton, remove RTP #10640. This project extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in elimination of Nimbus Avenue between Hall Boulevard and Denney Road, representing less than .7 miles of roadway with a capacity of 700 vehicles per hour per direction. Bike lanes and sidewalks are not represented in the model network.

Multnomah County, add RTP #10414. This project amends the construction phase of the Sellwood Bridge to the financially constrained RTP.

Design update from 2035 RTP Conformity Model Assumptions: Projects in right-of-way phase are included in Metro's air quality conformity model networks. Therefore, the Sellwood Bridge project was included in the 2035 RTP air quality analysis performed in 2010, and there would be no change in model assumptions with the project's amendment to the financially constrained RTP.

City of Portland, add RFFA #50213. The bike share project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the "last mile" connection between transit stop and final destination, reducing automobile trips, and improving livability.

The project would be exempt from air quality conformity determination.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider carbon monoxide and must demonstrate compliance with regulations. There are two carbon monoxide conformity determinations that any federally funded project must complete. One is the "burden" analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered "regionally significant". These are defined as:

"...Regionally significant project' means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area's transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need."*

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2010-2013 MTIP, the projected future emissions were compared with the maximum allowable carbon monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The region is projected to emit substantially less carbon monoxide than the maximum allowed. That is, there is a range of between 155,634 pounds (year 2010) and 471,713 pounds (year 2017) and 346,450 pounds (year 2035) of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed carbon monoxide

<u>Year</u>	<u>“Cushion”</u>	<u>% of Emission Budget</u>	
2010	155,634	15%	
2017	471,713	40%	2035
346,450	29%		

The proposed City of Hillsboro changes include approximately 1.1 lane miles added to the transportation network, and the City of Beaverton’s removal of two projects would reduce the network by approximately 3.15 lane miles. The net change is a network reduction of just over 2 lane miles, which represents approximately .04% of the total lane miles within the UGB in either the 2005 or 2035 networks (4,895 and 5,289 lane miles, respectively). The potential emissions impacts of the changes are extremely small relative to emissions region-wide and would use a miniscule portion of the “cushion” available. The Multnomah County and City of Portland projects would have no impact on the existing air quality conformity transportation network.

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of Metro area project development and planning activities.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide carbon monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the City of Hillsboro and City of Beaverton projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed carbon monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these projects. The Multnomah County and City of Portland projects would have no effect on modeled carbon monoxide emissions.

The additional capacity on the Cornelius Pass Road turn lane and on the US 26 eastbound ramp would serve to increase storage for vehicles in the queue for the US 26 to benefit through trips on Cornelius Pass Road. The metering of traffic from the ramp onto US 26, which is accounted for in the travel demand model, is not anticipated to change. As a result, the modeled demand for trips using US 26 eastbound would be restricted despite the additional capacity, so the expected change in carbon monoxide emissions would be minimal. Together, the two Hillsboro projects add only approximately 1.1 lane miles to a system of over 4,895 lane miles.

The City of Beaverton's removal of the Allen Boulevard project would reduce capacity of the street as modeled from 1,800 vehicles to 1,400 vehicles per hour in each direction over a length of just under 1.75 miles. In the current 2035 model, nearly all of the affected links (at 1,800 per hour capacity) carry volumes of less than 1,400 vehicles per hour over the two-hour peak. The removal of the extension of Nimbus Avenue would remove nearly 0.75 miles of roadway with a modeled capacity of 700 vehicles per hour per direction. Reduction of capacity from the network reduces demand for the affected links, though it may cause nearby links to incur greater vehicle volumes. While the net effect could either increase or decrease carbon monoxide emissions, the change would be anticipated to be very small relative to regional emissions.

The region is well under the carbon monoxide emission budget; the addition of the Hillsboro projects and subtraction of the Beaverton projects would be expected to only minimally change the modeled regional emissions, and would not cause the region to approach the emission budget.

All of the changes will be included in the travel forecasting modeling network for the next air quality conformity analysis.

Agenda Item No. 3.3

Resolution No. 12-4320, For the Purpose of Amending the Financially Constrained 2035 Regional Transportation Plan (RTP) and the 2010-13 Metropolitan Transportation Improvement Program (MTIP) to Add the Construction of the Sellwood Bridge Replacement Project.

Consent Agenda

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 12-4320
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP)	)	Introduced by Councilor
AND THE 2010-13 METROPOLITAN)	
TRANSPORTATION IMPROVEMENT)	
PROGRAM (MTIP) TO ADD THE)	
CONSTRUCTION PHASE OF THE SELLWOOD)	
BRIDGE REPLACEMENT PROJECT)	

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

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 RTP and any subsequent amendments to add or remove projects from the RTP; and

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Metro Council adopted the 2035 RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved by Resolution the 2010-13 MTIP on September 16, 2010; and

WHEREAS, Multnomah County recently initiated a local vehicle registration fee and received a federal TIGER III grant to fund the construction of the Sellwood Bridge Replacement Project; and

WHEREAS, the construction phase of the Sellwood Bridge Replacement Project was not included in the 2035 financially constrained RTP or the 2010-13 MTIP; and

WHEREAS, Multnomah County requests that the 2035 RTP and 2010-13 MTIP be amended to include the construction of the Sellwood Bridge Replacement Project; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP and the 2010-13 MTIP;

WHEREAS, 30-day public comment period was held on the proposed amendments and the air quality conformity analysis; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the 2035 financially constrained RTP project list to include the construction phase of the Sellwood Bridge Replacement Project as shown in Exhibit A.
2. Amend the 2010-13 MTIP to include the construction phase of the Sellwood Bridge Replacement Project as shown in Exhibit B.

ADOPTED by the Metro Council this _____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-4320

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to include the Sellwood Bridge Replacement project.

New RTP Project:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11360	Multnomah County	Sellwood Bridge Replacement	SE Tacoma St.	OR 43	Minor Arterial	Construction phase of bridge replacement.	\$263,800,000	2008 - 2017	X	Roads / Bridges

Exhibit B to Resolution No. 12-4320**2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment**

Action: Amend MTIP to add construction phase to Sellwood Bridge project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Sellwood Bridge	Construct a new bridge across the Willamette River, replacing existing structure.	13762	Multnomah County	\$	PE	STP	2010	\$1,265,984	\$0	\$0	\$1,265,984
					ROW	HPP	2011	\$6,278,920	\$718,650		\$12,997,570
						HBRR Local	2011	\$5,383,800	\$616,200		

Exhibit B to Resolution No. 12-4320

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Sellwood Bridge	Construct a new bridge across the Willamette River, replacing existing structure.	13762	Multnomah County	\$263.8 M	PE	STP	2010	\$1,265,984	\$0	\$0	\$1,265,984
					ROW	HPP	2011	\$6,278,920	\$718,650		\$12,997,570
						HBRR Local	2011	\$5,383,800	\$616,200		
					Con	State HB 2001				\$30,000,000	\$248,200,000
						Mult. Co. VRF				\$127,000,000	
						Portland				\$73,500,000	
						TIGER III		\$17,700,000			

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4320, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) AND THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE SELLWOOD BRIDGE REPLACEMENT PROJECT

Date: December 28, 2011

Prepared

by: Josh Naramore

BACKGROUND

Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. The request letter is included in Attachment 1. The Joint Policy Advisory Committee on Transportation and the Metro Council together have the authority to approve amendments to both the RTP and the MTIP.

During the development of the 2035 RTP, Multnomah County had only sufficient revenue to fund the preliminary engineering and right-of-way acquisition phases of the project as part of the financially constrained RTP. The passage of House Bill 2001 allowed Multnomah County to initiate a local vehicle registration fee that will provide \$127 million in revenue. The City of Portland is also using \$73.5 million in revenues identified in House Bill 2001 as a contribution to the project. House Bill 2001 also dedicated \$30 million to be used on the OR 43 interchange with the Sellwood Bridge. Additionally, Multnomah County was recently awarded a federal TIGER III discretionary grant of \$17.7 million. These new revenues were not available at the time of the 2035 RTP adoption. The Sellwood Bridge Replacement Project now has sufficient funding to jointly add the construction phase to the 2035 financially constrained RTP and the 2010-13 MTIP.

An air quality conformity analysis was completed on the proposed amendment and indicates that adding the projects to the 2035 financially constrained RTP and the 2010-13 MTIP will not result in any change in status to air quality conformity. A copy of the air quality conformity report findings is included as Attachment 2.

Metro's Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that "involve additions or deletions of projects or a significant change in scope of the project location or function." Staff determined that the amendments requested by these four jurisdictions meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from Dec. 7 2011 to 5 p.m. Thursday, Jan. 5. The comment period was advertized with a legal notice in The Oregonian on Dec. 7 and a newsfeed posted to Metro's News web site on Dec. 9. Both the advertisement and the newsfeed directed the public to a web page that provided detailed information on the requested amendments. Because of the limited scope of the amendments, recent JPACT approval of some of the projects in other contexts, and constrained time period for review, staff determined that translation and specific environmental justice outreach were not required. No comments have been received as of this date relating to the proposed Sellwood Bridge Replacement Project amendment.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.

Metro Council Resolution No.10-4186 For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area adopted by the Metro Council September 16, 2010

- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4320.



DEPARTMENT OF COMMUNITY SERVICES
MULTNOMAH COUNTY OREGON

LAND USE AND TRANSPORTATION PROGRAM
1600 SE 190th Avenue
Portland, Oregon 97233-5910
(503) 988-3043

To: Joshua Naramore, Metro
 From: Karen Schilling *KS*
 Date: November 2, 2011

Re: RTP Amendment for Sellwood Bridge Construction

Multnomah County requests an amendment to the Regional Transportation Plan for the construction of the Sellwood Bridge. Early construction of the shoofly bridge (a temporary detour bridge) will begin in December 2011, with completion of the bridge expected in December 2015.

The current cost estimate of the bridge is \$268.8 million, including the final design and construction of the bridge. The funding plan is reflected in the table below.

Source	Amount (millions)
Multnomah County	\$127.0
City of Portland	\$ 73.5
State of Oregon	\$ 30.0
Previously secured federal funds	\$ 15.6
Federal TIGER grant application	\$ 22.7
Total	\$268.8

The amendment for construction of the Sellwood Bridge replacement project is needed due to available funds. The County implemented a local vehicle registration fee, as allowed in HB 2001, that will provide \$127 million in funding. In addition, the City of Portland will use \$73.5 million from new revenues identified in HB 2001 as a contribution to the replacement project. HB 2001 also dedicated \$30 million to be used on the Hwy 43 interchange with the Sellwood Bridge. With our previously secured \$15.6 million federal funds, the County is still looking to secure the remaining \$22.7 million for full construction through the federal TIGER grant.



Date: November 22, 2011

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Marina Orlando, ODOT; Alan Lehto, TriMet

From: Matt Bihn

Subject: Proposed RTP Amendments and Air Quality

Proposal

Four jurisdictions have requested amendments to the Metro 2035 Regional Transportation Plan (RTP) and to the Metropolitan Transportation Improvement Program (MTIP). We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by November 29, 2011.

- The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at their Ronler Acres campus and will improve existing deficiencies in area.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1,000,000. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

- The City of Beaverton has requested that two projects, RTP #10632 and RTP #10640, be deleted from the 2035 Financially Constrained RTP. During the final adoption of Beaverton's TSP and after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities.
- Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. With the initiation of the local vehicle registration fee, the project has sufficient funding to add the construction phase to the financially constrained RTP.
- The City of Portland has requested to add the bike share project that is currently part of the Regional Flexible Funds allocation process to the 2035 financially constrained RTP project list. If this project is awarded funding through the Regional Flexible Funds Allocation process, this project would be incorporated in the 2012-2015 MTIP.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2010 RTP.

City of Hillsboro, Project 1A. This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.

Design update from 2035 RTP Conformity Model Assumptions: adds 1 lane each direction, with a center turn lane, with a capacity of 900 vehicles per hour in each direction.

City of Hillsboro, Project 1B. This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Design update from 2035 RTP Conformity Model Assumptions: adds one auxiliary turn lane to existing turn lane on northbound Cornelius Pass Road, increasing capacity from 1800 to 2000; adds one lane to existing lane on eastbound ramp to US-26, with no change in capacity because the modeled ramp capacity is determined by the ramp metering rate. Signal, ramp meter, and pedestrian facility work has no impact on the model.

City of Beaverton, remove RTP #10632. This project widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in reduction of capacity of 400 vehicles per hour per direction (from 1,800 vehicles per hour to 1,400 vehicles per hour) from Allen Boulevard between Murray Boulevard and Highway 217, a distance of approximately 1.75 miles. Signals, bike lanes, and sidewalks are not represented in the model network.

City of Beaverton, remove RTP #10640. This project extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in elimination of Nimbus Avenue between Hall Boulevard and Denney Road, representing less than .7 miles of roadway with a capacity of 700 vehicles per hour per direction. Bike lanes and sidewalks are not represented in the model network.

Multnomah County, add RTP #10414. This project amends the construction phase of the Sellwood Bridge to the financially constrained RTP.

Design update from 2035 RTP Conformity Model Assumptions: Projects in right-of-way phase are included in Metro's air quality conformity model networks. Therefore, the Sellwood Bridge project was included in the 2035 RTP air quality analysis performed in 2010, and there would be no change in model assumptions with the project's amendment to the financially constrained RTP.

City of Portland, add RFFA #50213. The bike share project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the "last mile" connection between transit stop and final destination, reducing automobile trips, and improving livability.

The project would be exempt from air quality conformity determination.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider carbon monoxide and must demonstrate compliance with regulations. There are two carbon monoxide conformity determinations that any federally funded project must complete. One is the "burden" analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered "regionally significant". These are defined as:

"... 'Regionally significant project' means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area's transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need."*

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2010-2013 MTIP, the projected future emissions were compared with the maximum allowable carbon monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The region is projected to emit substantially less carbon monoxide than the maximum allowed. That is, there is a range of between 155,634 pounds (year 2010) and 471,713 pounds (year 2017) and 346,450 pounds (year 2035) of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed carbon monoxide

<u>Year</u>	<u>“Cushion”</u>	<u>% of Emission Budget</u>	
2010	155,634	15%	
2017	471,713	40%	2035
346,450	29%		

The proposed City of Hillsboro changes include approximately 1.1 lane miles added to the transportation network, and the City of Beaverton’s removal of two projects would reduce the network by approximately 3.15 lane miles. The net change is a network reduction of just over 2 lane miles, which represents approximately .04% of the total lane miles within the UGB in either the 2005 or 2035 networks (4,895 and 5,289 lane miles, respectively). The potential emissions impacts of the changes are extremely small relative to emissions region-wide and would use a miniscule portion of the “cushion” available. The Multnomah County and City of Portland projects would have no impact on the existing air quality conformity transportation network.

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of Metro area project development and planning activities.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide carbon monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the City of Hillsboro and City of Beaverton projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed carbon monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these projects. The Multnomah County and City of Portland projects would have no effect on modeled carbon monoxide emissions.

The additional capacity on the Cornelius Pass Road turn lane and on the US 26 eastbound ramp would serve to increase storage for vehicles in the queue for the US 26 to benefit through trips on Cornelius Pass Road. The metering of traffic from the ramp onto US 26, which is accounted for in the travel demand model, is not anticipated to change. As a result, the modeled demand for trips using US 26 eastbound would be restricted despite the additional capacity, so the expected change in carbon monoxide emissions would be minimal. Together, the two Hillsboro projects add only approximately 1.1 lane miles to a system of over 4,895 lane miles.

The City of Beaverton's removal of the Allen Boulevard project would reduce capacity of the street as modeled from 1,800 vehicles to 1,400 vehicles per hour in each direction over a length of just under 1.75 miles. In the current 2035 model, nearly all of the affected links (at 1,800 per hour capacity) carry volumes of less than 1,400 vehicles per hour over the two-hour peak. The removal of the extension of Nimbus Avenue would remove nearly 0.75 miles of roadway with a modeled capacity of 700 vehicles per hour per direction. Reduction of capacity from the network reduces demand for the affected links, though it may cause nearby links to incur greater vehicle volumes. While the net effect could either increase or decrease carbon monoxide emissions, the change would be anticipated to be very small relative to regional emissions.

The region is well under the carbon monoxide emission budget; the addition of the Hillsboro projects and subtraction of the Beaverton projects would be expected to only minimally change the modeled regional emissions, and would not cause the region to approach the emission budget.

All of the changes will be included in the travel forecasting modeling network for the next air quality conformity analysis.

Agenda Item No. 3.4

Resolution No. 12-4321, For the Purpose of Amending the Financially Constrained 2035 Regional Transportation Plan (RTP) to Add the City of Portland Bikeshare Project and to Remove the Allen Boulevard and Nimbus Avenue Extension Projects.

Consent Agenda

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE	)	RESOLUTION NO. 12-4321
FINANCIALLY CONSTRAINED 2035)	
REGIONAL TRANSPORTATION PLAN (RTP)	)	Introduced by Councilor
TO ADD THE CITY OF PORTLAND)	
BIKESHARE PROJECT AND TO REMOVE THE)	
ALLEN BOULEVARD AND NIMBUS AVENUE)	
EXTENSION PROJECTS)	

WHEREAS, the Regional Transportation Plan (RTP) is a central tool for implementing the Region 2040 Growth Concept, and constitutes a policy component of the Metro Regional Framework Plan; and

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

WHEREAS, the Metro Council adopted the 2035 RTP and related elements by Ordinance No. 10-1241B on June 10, 2010; and

WHEREAS, the City of Portland has recently been awarded federal funding through the Regional Flexible Funds Allocation process for the Bike Sharing Project; and

WHEREAS, the Bike Sharing project was not included in the 2035 financially constrained RTP; and

WHEREAS, the City of Portland requests that the 2035 RTP be amended to include the Bike Sharing Project; and

WHEREAS, during the final adoption of the City of Beaverton's Transportation System Plan (TSP) and after the adoption of the 2035 RTP, the Beaverton City Council revised the TSP project list and removed the Allen Boulevard and Nimbus Avenue Extension projects as priorities; and

WHEREAS, the City of Beaverton requests that the 2035 RTP be amended to remove these projects from the financially constrained project list; and

WHEREAS, an air quality conformity analysis demonstrates that the project will not affect the conformity status of the 2035 RTP;

WHEREAS, 30-day public comment period was held on the proposed amendments and the air quality conformity analysis; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to:

1. Amend the 2035 financially constrained RTP project list to include the Bike Sharing Project as shown in Exhibit A.
2. Amend the 2035 RTP to remove the Allen Boulevard and Nimbus Avenue Extension projects from the financially constrained project list as shown in Exhibit B.

ADOPTED by the Metro Council this _____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-4321

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to add the Portland Bike Share project.

New RTP Project:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
11361	City of Portland	Portland Bike Share	Central City	Central City		Portland Bike Share's primary goals are to attract Portlanders to bicycling, increase the number of bicycling trips, reduce the number of single occupancy vehicle trips.	\$4,000,000	2008 - 2017	X	Bicycle

Exhibit B to Resolution No. 12-4321

2035 Regional Transportation Plan Appendix 1.1 project list amendment

Action: Amend the 2035 RTP financially constrained project list to remove the Allen Boulevard and Nimbus Avenue projects.

Existing RTP projects:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10632	Beaverton	Allen Blvd. Safety, Bicycle and Pedestrian Improvements	OR 217	Murray Blvd.	Arterial	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$41,600,000	2026 - 2035	X	Roads/ Bridges
10640	Beaverton	Nimbus Ave. 2 lane multimodal Extension	Hall Blvd.	Denney Rd.	Collector	Extend 2 lane street with turn lanes, sidewalks and bike lanes.	\$21,500,000	2018 - 2025	X	Roads/ Bridges

Exhibit B to Resolution No. 12-4321

Amending RTP Projects to remove from financially constrained project list:

Metro Project ID	Facility Owner/ Operator	Project/ Program Name	Project Start Location	Project End Location	Local Functional Classification	Description	Estimated Cost	Time Period	Federal FC Project	Primary Mode
10632	Beaverton	Allen Blvd. Safety, Bicycle and Pedestrian Improvements	OR 217	Murray Blvd.	Arterial	Widen street adding turn lanes and signals where needed, construct bike lanes and sidewalks.	\$41,600,000	2026 - 2035	X	Roads/ Bridges
10640	Beaverton	Nimbus Ave. 2 lane multimodal Extension	Hall Blvd.	Denney Rd.	Collector	Extend 2 lane street with turn lanes, sidewalks and bike lanes.	\$21,500,000	2018 - 2025	X	Roads/ Bridges

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4321, FOR THE PURPOSE OF AMENDING THE FINANCIALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN (RTP) TO ADD THE CITY OF PORTLAND BIKESHARE PROJECT AND TO REMOVE THE ALLEN BOULEVARD AND NIMBUS AVENUE EXTENSION PROJECTS

Date: December 28, 2011

Prepared

by: Josh Naramore

BACKGROUND

The City of Beaverton and City of Portland have requested amendments to the 2035 Regional Transportation Plan (RTP). The Joint Policy Advisory Committee on Transportation and the Metro Council together have the authority to approve amendments to the RTP.

The City of Portland has requested to add the Portland Bike Sharing project to the 2035 financially constrained RTP project list. The project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the “last mile” connection between transit stop and final destination, reducing automobile trips, and improving livability.

Because this project has been awarded funding through the Regional Flexible Funds Allocation process, it will be incorporated in the 2012-2015 MTIP. However, the project is not currently included in the 2035 RTP and it needs to be added to the 2035 financially constrained RTP for federal funding eligibility.

The City of Beaverton has requested that two projects, RTP project #10632 Allen Boulevard Improvements and RTP project #10640 Nimbus Avenue Extension, be deleted from the 2035 Financially Constrained RTP. RTP project #10632 widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks. RTP Project #10640 extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks. During the final adoption of Beaverton’s TSP and after the RTP was adopted in June 2010, the Beaverton City Council revised the City’s TSP project list, removing these two projects as priorities.

An air quality conformity analysis was completed on the proposed amendments and indicates that adding the projects to the 2035 financially constrained RTP will not result in any change in status to air quality conformity. A copy of the air quality conformity report findings are included in Attachment 1.

Metro’s Public Involvement Policy for Transportation Planning requires a 30-day public comment period for all major amendments to an RTP or MTIP. Major amendments are defined as those that “involve additions or deletions of projects or a significant change in scope of the project location or function.” Staff determined that the amendments requested by these four jurisdictions meet the definition of major amendments.

Metro conducted a 30-day public comment period on the requested amendments from Dec. 7 2011 to 5 p.m. Thursday, Jan. 5. The comment period was advertized with a legal notice in The Oregonian on Dec. 7 and a newsfeed posted to Metro’s News web site on Dec. 9. Both the advertisement and the newsfeed

directed the public to a web page that provided detailed information on the requested amendments. Because of the limited scope of the amendments, recent JPACT approval of some of the projects in other contexts, and constrained time period for review, staff determined that translation and specific environmental justice outreach were not required.

During the comment period, Metro received two comments by email, both in favor of the Portland Bike Sharing project.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Metro Council Ordinance No. 10-1241B For the Purpose of Amending the 2035 Regional Transportation Plan (Federal Component) and the 2004 Regional Transportation Plan to Comply with Federal and State Law; to add the Regional Transportation System Management and Operations Action Plan, the Regional Freight Plan and the High Capacity Transit System Plan; to Amend the Regional Transportation Functional Plan and Add it to the Metro Code; to Amend the Regional Framework Plan; and to Amend the Urban Growth Management Functional Plan, adopted by the Metro Council June 10, 2010.
- 3. Anticipated Effects** None.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4321.



Date: November 22, 2011

To: Wayne Elson, EPA; Jazmin Casas, FHWA; Ned Conroy, FTA; Dave Nordberg, DEQ, Marina Orlando, ODOT; Alan Lehto, TriMet

From: Matt Bihn

Subject: Proposed RTP Amendments and Air Quality

Proposal

Four jurisdictions have requested amendments to the Metro 2035 Regional Transportation Plan (RTP) and to the Metropolitan Transportation Improvement Program (MTIP). We are requesting that you review and comment on the region-wide air quality recommendation at the end of this memo by November 29, 2011.

- The City of Hillsboro has requested that two projects be amended to the 2035 RTP and 2010-2013 MTIP. These related projects address transportation issues associated with Intel's planned expansion at their Ronler Acres campus and will improve existing deficiencies in area.

In October 2010, Intel announced plans to construct a new fabricating facility on its campus. Funding for these projects became available in June 2011, when the City of Hillsboro in partnership with Intel was awarded a Type A Immediate Opportunity Fund (IOF) from ODOT in the amount of \$1,000,000. IOF funds are awarded to support primary economic development in Oregon through the construction and improvement of streets and roads. Inclusion of these projects in the Metro 2035 RTP and MTIP, with demonstration of air quality conformity, will support job creation, economic benefits, and transportation benefits in the region.

- The City of Beaverton has requested that two projects, RTP #10632 and RTP #10640, be deleted from the 2035 Financially Constrained RTP. During the final adoption of Beaverton's TSP and after the RTP was adopted in June 2010, the City Council made changes to the project list and removed these two projects as priorities.
- Multnomah County has requested that the construction phase of the Sellwood Bridge project be amended to the 2035 Financially Constrained RTP and the 2010-2013 MTIP. With the initiation of the local vehicle registration fee, the project has sufficient funding to add the construction phase to the financially constrained RTP.
- The City of Portland has requested to add the bike share project that is currently part of the Regional Flexible Funds allocation process to the 2035 financially constrained RTP project list. If this project is awarded funding through the Regional Flexible Funds Allocation process, this project would be incorporated in the 2012-2015 MTIP.

These projects include the following new or revised elements from what was modeled for air quality conformity of the 2010 RTP.

City of Hillsboro, Project 1A. This project constructs a new local street between 229th Avenue and Cornelius Pass Road. The connection addresses traffic circulation and congestion issues along the local street network around the Ronler Acres Campus, including Evergreen Parkway.

Design update from 2035 RTP Conformity Model Assumptions: adds 1 lane each direction, with a center turn lane, with a capacity of 900 vehicles per hour in each direction.

City of Hillsboro, Project 1B. This project widens northbound Cornelius Pass Road to provide a second right turn lane to US 26 eastbound. This additional turn lane increases the storage capacity for vehicles entering US 26 (eastbound) from Cornelius Pass Road (northbound) and addresses congestion issues for northbound through vehicles on Cornelius Pass Road. The project also includes relocation/and or modification of the traffic signal at the intersection of Cornelius Pass Road and US 26 eastbound ramp, relocation of the ramp meter on Cornelius Pass Road northbound to US 26 eastbound ramp, and relocation of bike and pedestrian facilities along northbound Cornelius Pass Road. No change to the ramp signal timing is planned.

Design update from 2035 RTP Conformity Model Assumptions: adds one auxiliary turn lane to existing turn lane on northbound Cornelius Pass Road, increasing capacity from 1800 to 2000; adds one lane to existing lane on eastbound ramp to US-26, with no change in capacity because the modeled ramp capacity is determined by the ramp metering rate. Signal, ramp meter, and pedestrian facility work has no impact on the model.

City of Beaverton, remove RTP #10632. This project widens Allen Boulevard between Murray Boulevard and Highway 217, including the addition of turn lanes and signals where needed, and constructs bike lanes and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in reduction of capacity of 400 vehicles per hour per direction (from 1,800 vehicles per hour to 1,400 vehicles per hour) from Allen Boulevard between Murray Boulevard and Highway 217, a distance of approximately 1.75 miles. Signals, bike lanes, and sidewalks are not represented in the model network.

City of Beaverton, remove RTP #10640. This project extends two-lane Nimbus Avenue from Hall Boulevard to Denney Road, including construction of turn lanes, bike lanes, and sidewalks.

Design update from 2035 RTP Conformity Model Assumptions: removal of project results in elimination of Nimbus Avenue between Hall Boulevard and Denney Road, representing less than .7 miles of roadway with a capacity of 700 vehicles per hour per direction. Bike lanes and sidewalks are not represented in the model network.

Multnomah County, add RTP #10414. This project amends the construction phase of the Sellwood Bridge to the financially constrained RTP.

Design update from 2035 RTP Conformity Model Assumptions: Projects in right-of-way phase are included in Metro's air quality conformity model networks. Therefore, the Sellwood Bridge project was included in the 2035 RTP air quality analysis performed in 2010, and there would be no change in model assumptions with the project's amendment to the financially constrained RTP.

City of Portland, add RFFA #50213. The bike share project provides short-term bike rentals to members through an automated system. Bike sharing increases mobility by providing an additional flexible transportation mode, with the goals of increasing the number of bicycling trips, reducing peak-hour pressure on transit and providing the "last mile" connection between transit stop and final destination, reducing automobile trips, and improving livability.

The project would be exempt from air quality conformity determination.

Air Quality Conformity Determination Considerations

The Metro area is in compliance with all air quality standards. However, it still must consider carbon monoxide and must demonstrate compliance with regulations. There are two carbon monoxide conformity determinations that any federally funded project must complete. One is the "burden" analysis which adds the proposed project to the existing and planned future transportation metropolitan area network, as well as future population and employment.

With regard to the burden, or region-wide analysis, the region must consider those projects which are considered "regionally significant". These are defined as:

"...Regionally significant project' means a transportation project, other than an exempt project, that is on a facility which serves regional transportation needs, such as access to and from the area outside the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum:

- (a) All principal arterial highways;*
- (b) All fixed guideway transit facilities that offer an alternative to regional highway travel; and*
- (c) Any other facilities determined to be regionally significant through interagency consultation pursuant to OAR 340-252-0060.*

[NOTE: *A project that is included in the modeling of an area's transportation network may not, subject to interagency consultation, be considered regionally significant because it is not on a facility which serves regional transportation need."*

In completing region-wide burden analysis for the Metro 2035 Regional Transportation Plan and 2010-2013 MTIP, the projected future emissions were compared with the maximum allowable carbon monoxide emissions from motor vehicles (on road) as follows:

Table 1. 2035 Regional Transportation Plan (Federal Component) Regional Air Quality Assessment

Year	Carbon Monoxide Motor Vehicle Emission Budgets (Budgets are Maximum Allowed Emissions) (pounds/ winter day)	Forecast Carbon Monoxide Motor Vehicle Emissions (pounds/ winter day)
2010	1,033,578	877,944
2017	1,181,341	708,628
2025	1,181,341	830,827
2035	1,181,341	834,891

The region is projected to emit substantially less carbon monoxide than the maximum allowed. That is, there is a range of between 155,634 pounds (year 2010) and 471,713 pounds (year 2017) and 346,450 pounds (year 2035) of “cushion” between the maximum allowed limit and forecast emissions. This cushion could also be expressed as a percent of the total allowed emissions as follows:

Table 2. 2035 Regional Transportation Plan (Federal Component) Difference Between Projected Emissions and Maximum Allowed carbon monoxide

<u>Year</u>	<u>“Cushion”</u>	<u>% of Emission Budget</u>	
2010	155,634	15%	
2017	471,713	40%	2035
346,450	29%		

The proposed City of Hillsboro changes include approximately 1.1 lane miles added to the transportation network, and the City of Beaverton’s removal of two projects would reduce the network by approximately 3.15 lane miles. The net change is a network reduction of just over 2 lane miles, which represents approximately .04% of the total lane miles within the UGB in either the 2005 or 2035 networks (4,895 and 5,289 lane miles, respectively). The potential emissions impacts of the changes are extremely small relative to emissions region-wide and would use a miniscule portion of the “cushion” available. The Multnomah County and City of Portland projects would have no impact on the existing air quality conformity transportation network.

Using the Metro transportation model and the air quality model is both costly and time consuming. An estimate of the dollar cost of running the model is between \$6,000 and \$9,000. The time cost would be about two to three weeks – once the project was able to be initiated – there is a substantial queue for a variety of Metro area project development and planning activities.

Alternatives

There are several alternatives that could be used to address the air quality conformity determination question including:

- Conclude that the projects are regionally significant and that Metro transportation model and air quality model runs should be completed before considering RTP and MTIP amendments;
- Conclude that the projects are regionally significant, but that they are not likely to cause the region to exceed region-wide carbon monoxide emission levels for motor vehicles, and the RTP and MTIP can be amended;

Recommendation

It is recommended that the City of Hillsboro and City of Beaverton projects are regionally significant, but air quality modeling is not needed and that the region is not likely to exceed carbon monoxide levels from motor vehicle sources now or in the foreseeable future as a result of approving these projects. The Multnomah County and City of Portland projects would have no effect on modeled carbon monoxide emissions.

The additional capacity on the Cornelius Pass Road turn lane and on the US 26 eastbound ramp would serve to increase storage for vehicles in the queue for the US 26 to benefit through trips on Cornelius Pass Road. The metering of traffic from the ramp onto US 26, which is accounted for in the travel demand model, is not anticipated to change. As a result, the modeled demand for trips using US 26 eastbound would be restricted despite the additional capacity, so the expected change in carbon monoxide emissions would be minimal. Together, the two Hillsboro projects add only approximately 1.1 lane miles to a system of over 4,895 lane miles.

The City of Beaverton's removal of the Allen Boulevard project would reduce capacity of the street as modeled from 1,800 vehicles to 1,400 vehicles per hour in each direction over a length of just under 1.75 miles. In the current 2035 model, nearly all of the affected links (at 1,800 per hour capacity) carry volumes of less than 1,400 vehicles per hour over the two-hour peak. The removal of the extension of Nimbus Avenue would remove nearly 0.75 miles of roadway with a modeled capacity of 700 vehicles per hour per direction. Reduction of capacity from the network reduces demand for the affected links, though it may cause nearby links to incur greater vehicle volumes. While the net effect could either increase or decrease carbon monoxide emissions, the change would be anticipated to be very small relative to regional emissions.

The region is well under the carbon monoxide emission budget; the addition of the Hillsboro projects and subtraction of the Beaverton projects would be expected to only minimally change the modeled regional emissions, and would not cause the region to approach the emission budget.

All of the changes will be included in the travel forecasting modeling network for the next air quality conformity analysis.

Agenda Item No. 3.5

Resolution No. 12-4323, For the Purpose of Amending the
2010-13 Metropolitan Transportation Improvement Program
(MTIP) to Add the City of Portland Peer-to-Peer Carsharing
Project.

Consent Agenda

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2010-	)	RESOLUTION NO. 12-4323
13 METROPOLITAN TRANSPORTATION)	
IMPROVEMENT PROGRAM (MTIP) TO ADD	)	Introduced by Chief Operating Officer Martha
THE CITY OF PORTLAND PEER-TO-PEER	)	Bennett with the concurrence of Council
CARSHARING PROJECT	)	President Tom Hughes

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

WHEREAS, JPACT and the Metro Council must approve the MTIP and any subsequent amendments to add or remove projects to the MTIP per federal regulation 23 CFR 450.324; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2010-13 MTIP on September 16, 2010; and

WHEREAS, the City of Portland applied for and was awarded Value Pricing Pilot Program Federal Grant funding for the Peer-to-Peer Carsharing project.

WHEREAS, this project, as described in Exhibit A to this resolution, is not a surface transportation facility and therefore not required to be listed in the Regional Transportation Plan project list; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, this project will not affect the conformity status of the 2035 RTP and the 2010-13 MTIP because it will not have a significant impact on vehicle emissions in the region; and

WHEREAS, funding is available for this project within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution January 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT and hereby amends the 2010-13 MTIP to add the Peer to Peer Carsharing project.

ADOPTED by the Metro Council this ____ day of January 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

Exhibit A to Resolution No. 12-4323

2010-13 Metropolitan Transportation Improvement Plan Table 3.1.1 amendment

Action: Add a new project to the MTIP using a Value Pricing Pilot Program Federal Grant.

Existing programming: None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funding	Total Funding
Peer to Peer Carsharing	Design and deployment of car sharing program in Portland.	17955	City of Portland	Other	L88E	2012	\$1,725,000	\$431,250		\$2,156,250

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2010-13 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CITY OF PORTLAND PEER-TO-PEER CARSHARING PROJECT

Date: January 12, 2012

Prepared by: Amy Rose, 503-797-1776

BACKGROUND

\$1,725,000 of federal funding was awarded to the City of Portland through the federal Value Pricing Pilot Program to implement and evaluate a peer-to-peer car sharing program. This is a competitive, discretionary funding program whose award decisions are made by the Federal Highway Administration. To be eligible to receive these funds the project award must be amended into the Metropolitan Transportation Improvement Program (MTIP).

Project description

This project will study the effectiveness of peer-to-peer car sharing in altering travel behavior of participating vehicle owners and renters. This project will be performed in Portland, Oregon and will focus on neighborhoods that are poorly served by fixed route transit and existing car sharing services.

In peer-to-peer car sharing, vehicle owners submit their cars to a “virtual” fleet, and set the desired hourly rental rate and times of availability. Participating vehicles are equipped with technology that allows seamless and controlled access for renters and an ability to monitor elapsed time and miles driven during a given rental period.

The City of Portland will act as the local lead for this project, and through an Intergovernmental Agreement with the Oregon Department of Transportation, the City will administer the funds, manage the contracts, and work directly with Getaround to market the new program to residents through its demand management program, SmartTrips Portland. The Oregon Transportation Research and Education Consortium (OTREC) will perform all research tasks as a contractor to the City of Portland.

Project components

1. *Program Design:* This project will focus initial marketing efforts in two neighborhoods west of I-205 and two east of I-205. This will allow for data collection in areas that have differing infrastructure and demographics.
2. *Recruiting/Marketing:* This element of the project entails the three phases of sign-up, activation, and retention. In general, sign-ups require the broadest and least predictable marketing effort, activation is the most direct and controllable, and retention is the least know at this point.
3. *Evaluation:* With a minimum enrollment target of roughly 330 vehicles (up to 670), the research scope will focus on equal shares of vehicles from two economically distinct neighborhoods. Travel behavior will be compared to a baseline, which will be established through surveys at point of enrollment. Variables will be tested to see how they influence behavior.

Regulatory considerations

As the project is not a surface transportation facility, it is not required to be listed in the Regional Transportation Plan project list.

A conformity consultation was held on January 9, 2012 with air quality agency staff to review findings regarding conformity with the State Implementation Plan for air quality. The air quality consultation group includes staff from Department of Environmental Quality (DEQ), Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), TriMet, and Oregon Department of Transportation (ODOT).

TPAC as the standing committee designated for interagency consultation by state rule (OAR 340 Division 252) has also agreed with these findings.

As a unique pilot project, current air quality conformity rules do not specifically address this type of project. Findings demonstrated that the results of the pilot program would be studied and reported on by the Oregon Transportation Research Consortium and that the project is not expected to have any significant impact on vehicle emissions. These issues were discussed at the consultation meeting and the project was found to be consistent with conformity regulations.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. The amendment will add this project to the 2010-13 MTIP with programming as shown in Exhibit A to Resolution No.12-4323

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2010-13 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 10-4186 on September 16, 2010 (For the Purpose of Approving the 2010-13 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows funding to become available to the City of Portland Peer-to-Peer Carsharing project.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4323

Agenda Item No. 3.6

Resolution No. 12-4326, For the Purpose of Confirming Deidra Krys-Rusoff and Andrew Lonergan Appointments to the Investment Advisory Board.

Consent Agenda

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING DEIDRA)	RESOLUTION NO. 12-4326
KRYS-RUSOFF AND ANDREW LONERGAN)	
APPOINTMENTS TO THE INVESTMENT)	Introduced by Martha Bennett, Chief
ADVISORY BOARD	Operating Officer, in concurrence with Tom
	Hughes, Council President

WHEREAS, The Metro Code, Section 7.03.030, provides that the Council confirm appointments to the Investment Advisory Board, and,

WHEREAS, the Council President has appointed Deidra Krys-Rusoff, Portfolio Manager at Ferguson Wellman Capital Management Term beginning: upon appointment Term ending: October 31, 2014, Andrew Lonergan CFA Investment Analyst Reed College, Term beginning: upon appointment Term ending: October 31, 2014.

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

BE IT RESOLVED, that the Metro Council confirms the appointments to the Metro Investment Advisory Board Deidra Krys-Rusoff and Andrew Lonergan hereto for the positions and terms set forth

ADOPTED by the Metro Council this 19th day of January, 2012

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4326, FOR THE PURPOSE OF
CONFIRMING THE APPOINTMENT OF DEIDRA KRYSS_RUSOFF AND THE
REAPPOINTMENT OF ANDREW LONERGAN TO THE INVESTMENT ADVISORY
BOARD FOR THE 2011 TO 2014 TERM

Date: January 10, 2012

Prepared by: Calvin J. Smith
503-797-1612

BACKGROUND

Metro Code, Section 7.03.030, includes the creation of the Investment Advisory Board. One provision of this Code requires the Chief Operating Officer acting in the capacity of the Investment Officer to recommend to the Council for confirmation those persons who shall serve on the Board to discuss and advise on investment strategies, banking relationships, the legality and probity of investment activities, and the establishment of written procedures of the investment operation. The Metro Charter requires appointments to be made by the Council President subject to Council Confirmation. Metro Council President Tom Hughes, upon the recommendation of the Investment Officer, has re-appointed Andrew Lonergan and appointed Deidra Kryss-Rusoff to the board subject to Council confirmation.

Andrew Lonergan is an Investment Analyst for Reed College. Working closely with the Investment Committee for the Reed College endowment, he is responsible for all day-to-day activities within the endowment. Before joining Reed College in 2005, Lonergan was a Research Associate for Windermere Investment Associates assisting the CEO with advising ultra-high net-worth clients on asset allocation, investment manager selection and investment policy.

Deidra Kryss-Rusoff is a portfolio manager and a member of the fixed income team at Ferguson Wellman Capital Management. A native of Idaho, Kryss-Rusoff earned her B.A. in Zoology from the College of Idaho. She is currently vice-chair of the Zoo Bond Oversight Committee and serves on the PTA board at Mt. Tabor Middle School and the Childcare Advisory Board of the Columbia-Willamette YMCA. She also serves on several committees at Glencoe Elementary School. She is a past board member of both the Northwest Taxable Bond Club and the Junior League of Portland.

We are fortunate both are willing to devote their time and energy serving on the Metro Investment Advisory Board. Their experience and knowledge will provide a valuable resource for the Investment Advisory Board.

ANALYSIS/INFORMATION

1. **Known Opposition** None.
2. **Legal Antecedents** Metro code sections 2.19.150 and 7.03.030.
3. **Anticipated Effects** Confirmation of the appointments of Deidra Kryss-Rusoff and Andrew Lonergan will provide directly related experience in investments to the Investment Advisory Board.

4. **Budget Impacts** There is no out-of-pocket expense created by the appointments of Krys-Rusoff and Lonergan to the volunteer positions.

RECOMMENDED ACTION

Martha Bennett, Chief Operating Officer, in concurrence with Council President Tom Hughes, recommends the confirmation of Andrew Lonergan and Deidra Krys-Rusoff for the term expiring October 31, 2011.

Agenda Item No. 4.1

Ordinance No. 12-1269, For the Purpose of Amending the FY
2011-12 Budget and Appropriations Schedule for Increased
Operations, Marketing, and Communications for a new Cirque
du Soleil Event to be Held at the EXPO Center.

Ordinances – First Read

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

AMENDING THE FY 2011-12 BUDGET AND	)	ORDINANCE NO. 12-1269
APPROPRIATIONS SCHEDULE FOR)	
INCREASED OPERATIONS, MARKETING AND	)	Introduced by Martha Bennett, Chief
COMMUNICATIONS FOR A NEW CIRQUE DU	)	Operating Officer, with the concurrence of
SOLEIL EVENT TO BE HELD AT THE EXPO	)	Council President Tom Hughes
CENTER)	

WHEREAS, the Metro Council has received a recommendation from the MERC Commission to review and consider the need to increase appropriations within the FY 2011-12 Budget; and

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

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2011-12 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 providing for increased operations, marketing and communications related to the new Cirque du Soleil event to be held at the Expo Center.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2012.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A
Ordinance No. 12-1269

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
Metro Exposition Recreation Commission Fund							
MERC Fund							
Resources							
BEGBAL	Beginning Fund Balance						
	* Undesignated		3,871,587		0		3,871,587
	* Renewal & Replacement Reserve		12,543,636		0		12,543,636
	* Transient Lodging Tax Capital Reserve		430,310		0		430,310
	* New Capital / Business Strategy Reserve		5,100,848				5,100,848
	* Aramark Contract Capital Investment Reserve		652,366		0		652,366
	* PERS Reserve		1,991,822		0		1,991,822
GRANTS	Grants						
4120	Local Grant - Direct		46,675		0		46,675
LGSHRE	Local Gov't Share Revenues						
4130	Hotel/Motel Tax		11,155,335		0		11,155,335
GVCNTB	Contributions from Governments						
4145	Government Contributions		784,320		0		784,320
CHGSVC	Charges for Service						
4500	Admission Fees		1,880,177		0		1,880,177
4510	Rentals		7,333,144		135,539		7,468,683
4550	Food Service Revenue		11,912,662		177,886		12,090,548
4560	Retail Sales		7,000		0		7,000
4570	Merchandising		15,000		0		15,000
4575	Advertising		15,000		0		15,000
4580	Utility Services		1,578,500		0		1,578,500
4590	Commissions		1,123,500		0		1,123,500
4620	Parking Fees		2,874,555		232,816		3,107,371
4645	Reimbursed Services		2,645,172		0		2,645,172
4647	Reimbursed Services - Contract		527,989		0		527,989
4650	Miscellaneous Charges for Svc		370,050		0		370,050
INTRST	Interest Earnings						
4700	Interest on Investments		122,806		0		122,806
DONAT	Contributions from Private Sources						
4750	Donations and Bequests		450,000		0		450,000
4760	Sponsorship Revenue		160,000		0		160,000
MISCRV	Miscellaneous Revenue						
4170	Fine & Forfeitures		1,500		0		1,500
4805	Financing Transaction		93,664		0		93,664
4890	Miscellaneous Revenue		35,926		0		35,926
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from General Fund		480,000		0		480,000
	* from Risk Management Fund		114,822		0		114,822
TOTAL RESOURCES			\$68,318,366		\$546,241		\$68,864,607
Total Personal Services		185.85	\$17,791,493	-	\$0	185.85	\$17,791,493
Materials & Services							
GOODS	Goods						
5201	Office Supplies		198,065		0		198,065
5205	Operating Supplies		307,112		0		307,112
5210	Subscriptions and Dues		55,295		0		55,295
5214	Fuels and Lubricants		16,600		0		16,600
5215	Maintenance & Repairs Supplies		524,140		0		524,140
5225	Retail		11,000		0		11,000

Exhibit A
Ordinance No. 12-1269

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
Metro Exposition Recreation Commission Fund							
SVCS	Services						
5240	Contracted Professional Svcs		660,309		145,000		805,309
5245	Marketing Expense		2,642,520		0		2,642,520
5246	Sponsorship Expenditures		41,000		0		41,000
5247	Visitor Development Marketing		425,397		0		425,397
5251	Utility Services		2,636,796		0		2,636,796
5255	Cleaning Services		34,200		0		34,200
5260	Maintenance & Repair Services		1,199,660		0		1,199,660
5265	Rentals		524,700		210,425		735,125
5270	Insurance		23,700		0		23,700
5280	Other Purchased Services		387,575		0		387,575
5281	Other Purchased Services - Reimb		448,571		0		448,571
5291	Food and Beverage Services		9,501,203		126,415		9,627,618
5292	Parking Services		272,931		0		272,931
IGEXP	Intergov't Expenditures						
5300	Payments to Other Agencies		261,846		0		261,846
5310	Taxes (Non-Payroll)		17,000		0		17,000
OTHEXP	Other Expenditures						
5450	Travel		175,696		0		175,696
5455	Staff Development		116,514		0		116,514
5490	Miscellaneous Expenditures		3,500		0		3,500
Total Materials & Services			\$20,485,330		\$481,840		\$20,967,170
Capital Outlay							
CAPNON	Capital Outlay (Non-CIP Projects)						
5710	Improve-Oth thn Bldg		50,000		0		50,000
5720	Buildings & Related		685,000		50,000		735,000
5740	Equipment & Vehicles		140,000		0		140,000
5750	Office Furniture & Equip		102,000		0		102,000
CAPCIP	Capital Outlay (CIP Projects)						
5710	Improve-Oth thn Bldg		605,000		0		605,000
5720	Buildings & Related		901,000		0		901,000
5740	Equipment & Vehicles		583,366		0		583,366
Total Capital Outlay			\$3,066,366		\$50,000		\$3,116,366
Total Interfund Transfers			\$6,142,766	-	\$0		\$6,142,766
Contingency and Ending Balance							
CONT	Contingency						
5999	Contingency						
	* General Contingency		2,299,335		0		2,299,335
	* New Capital/Business Strategy Reserve		5,334,381		(531,840)		4,802,541
UNAPP	Unappropriated Fund Balance						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		620,500		0		620,500
	* New Capital/Business Strategy Reserve		0		546,241		546,241
	* Renewal & Replacement		12,578,195		0		12,578,195
Total Contingency and Ending Balance			\$20,832,411		\$14,401		\$20,846,812
TOTAL REQUIREMENTS		185.85	\$68,318,366	-	\$546,241	185.85	\$68,864,607

Exhibit B
Ordinance 12-1269
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
MERC FUND			
MERC	41,343,189	531,840	41,875,029
Non-Departmental			
Debt Service	0	0	0
Interfund Transfers	6,142,766	0	6,142,766
Contingency	7,633,716	(531,840)	7,101,876
Unappropriated Balance	13,198,695	546,241	13,744,936
Total Fund Requirements	\$68,318,366	\$546,241	\$68,864,607

All other appropriations remain as previously adopted

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2011-12 BUDGET AND APPROPRIATIONS SCHEDULE FOR THE MERC FUND

Date: January 5, 2012 Prep

ated by: Cynthia Hill, 503-731-7829

BACKGROUND

In August 2011, Expo Center staff entered into negotiations with Cirque du Soleil for the presentation of a new Cirque event being brought to the Portland area. The event represents a lengthy stay exceeding three months, over fifty performances and a projected attendance base of 100,000 varied attendees that are likely new visitors to the Portland Expo Center. By October of the same year, the event had been awarded to the Portland Expo Center. Immediate preparations began agency-wide to support the event and organize for Cirque's arrival.

Initial estimates support a revenue potential of \$546,241 through rent, concessions buyouts, alcohol sales and parking. To support this new revenue opportunity, MERC is requesting a one-time transfer of \$336,840 from the Strategic Business Reserve in contingency to support the arrival and execution of this event in the following way:

- Shuttle expenses for existing events within the Cirque timeline, and during the event itself - \$78,050.
- Rental of a satellite parking lot or lots (\$37,500), and hiring of professional labor – Portland police, peer security, parking cashiers (\$57,875) related to the successful execution of a comprehensive shuttle and satellite parking operation – \$95,375.
- Specific improvements for the temporary use of the “gravel lot” located on the South end of the campus (which adds an estimated 270 new parking spaces). Including rental fencing, signage, lighting and related improvements – \$12,000.
- Targeted and specific buyouts required with Tri-Met on behalf of existing Expo clients who will be seriously inconvenienced – \$25,000.
- Support for increased and otherwise unanticipated food and beverage expenses - \$126,415.

In addition, as reported at the August 2011 MERC Commission meeting, Gard Communications presented the completed Marketing and Communications plan for the Expo Center. At the time of the report, the corresponding Website Redesign with Oak Tree Digital was nearing its final phase. The Marketing and Communications plan included a proposed budget and timeline for implementation, all of which are under review by the Expo staff.

As the Cirque event opportunity became a reality in the following months, it became clear that this type of one-time marketing opportunity exemplifies the goals and outcomes expressed in the plan. To support this unique opportunity as well as ramp-up our efforts to transition to our new branding, MERC is requesting a one-time transfer of \$195,000 from the Strategic Business Reserve to support these specific marketing and communications initiatives in the following way:

- Improved Expo re-branded signage (\$15,000), and main parking entry beautification (\$2,000) throughout the facility campus - \$17,000.

- Transit advertising (\$60,500) to advantage increased TriMet ridership targeted local print advertising – (Oregonian, Willamette Week -\$60,500) and direct mail (\$15,500) efforts - \$136,500.
- Colorful banner installations in the Expo parking lot via Elmer's flag and banner to enhance branding impact once patrons are on site – \$6,500.
- Installation of permanent, rebranded signage on the current Expo tower which can be seen from the Interstate - \$35,000.

MERC COMMISSION RECOMMENDATION

On January 4, 2012, at its regularly scheduled meeting the MERC Commission reviewed and approved this proposal, directing staff to forward the Commission's recommendation to the Metro Council for consideration and favorable action.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** ORS 294.450(1) provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction.
3. **Anticipated Effects:** This action provides appropriation authority necessary to support operations, marketing and communications at the Expo Center related to the Cirque du Soleil event.
4. **Budget Impacts:** This action is estimated to generate approximately \$546,000 in additional unanticipated revenue to the Expo Center. It will require approximately \$532,000 in additional appropriation authority to provide for increased rentals, food and beverage services, and marketing/communication services. It is expected to general a net \$14,000 positive balance for the Business Strategy Reserve. If successful, the Cirque event has the potential of returning for multiple years with a much higher return on investment following these initial investments.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Agenda Item No. 4.2

Ordinance No. 12-1270, For the Purpose of Amending the FY 2011-12 Budget and Appropriations Schedule and the FY 2011-12 Through 2015-16 Capital Improvement Plan.

Ordinances – First Read

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

AMENDING THE FY 2011-12 BUDGET AND
APPROPRIATIONS SCHEDULE AND THE FY
2011-12 THROUGH 2015-16 CAPITAL
IMPROVEMENT PLAN

) ORDINANCE NO. 12-1270
)
) Introduced by Martha Bennett, Chief
) Operating Officer, with the concurrence of
) Council President Tom Hughes

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2011-12 Budget; and

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

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2011-12 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 providing for the purchase and implementation of a budget module system for the agency.
2. That the FY 2011-12 through FY 2015-16 Capital Improvement Plan is hereby amended accordingly.
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 _____ 2012.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A
Ordinance No. 12-1270

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Asset Management Fund							
Resources							
BEGBAL	Beginning Fund Balance						
3500	* Prior year ending balance		6,689,948		0		6,689,948
GRANTS	Grants						
4110	State Grants-Direct		63,334		0		63,334
INTRST	Interest Earnings						
4700	Interest on Investments		33,298		0		33,298
DONAT	Contributions from Private Sources						
4750	Donations and Bequests		841,180		0		841,180
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from Solid Waste Revneue Fund		53,163		120,000		173,163
	* from General Fund (Regional Parks)		323,000		0		323,000
	* from General Fund-IT R&R		255,000		0		255,000
	* from General Fund-MRC R&R		322,540		0		322,540
	* from General Fund-Gen'l R&R		647,978		0		647,978
	* from MERC		10,824		0		10,824
	* from General Revenue Bond Fund		216,821		0		216,821
	* from General Fund		207,915		0		207,915
TOTAL RESOURCES			\$9,735,001		\$120,000		\$9,855,001
Total Materials & Services			\$1,005,061		\$0		\$1,005,061
Capital Outlay							
CAPNON	Capital Outlay (non-CIP Projects)						
5710	Improve-Oth thn Bldg		74,095		0		74,095
CAPCIP	Capital Outlay (CIP Projects)						
5710	Improve-Oth thn Bldg		1,267,709		0		1,267,709
5720	Buildings & Related		257,956		0		257,956
5730	Exhibits and Related		825,000		0		825,000
5740	Equipment & Vehicles		1,128,879		0		1,128,879
5745	Licensed Vehicles		564,276		0		564,276
5750	Office Furniture & Equip		650,833		0		650,833
5760	Railroad Equip & Facil		49,610		0		49,610
5790	Intangible Assets		0		120,000		120,000
Total Capital Outlay			\$4,818,358		\$120,000		\$4,938,358
Contingency & Unappropriated Balance							
CONT	Contingency						
5999	Contingency						
	* Contingency		3,911,582		0		3,911,582
Total Contingency & Unappropriated Balance			\$3,911,582		\$0		\$3,911,582
TOTAL REQUIREMENTS		-	\$9,735,001	-	\$120,000	-	\$9,855,001

Exhibit A
Ordinance No. 12-1270

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
Solid Waste Revenue Fund							
General Account							
<u>Capital Outlay</u>							
<u>Finance & Regulatory Services</u>							
CAPCIP	Capital Outlay (CIP Projects)						
5750	Office Furn & Equip (CIP)		575,000		0		575,000
<u>Parks and Environmental Services</u>							
CAPNON	Capital Outlay (Non-CIP Projects)						
5710	Improve-Oth thn Bldg (non-CIP)		40,000		0		40,000
CAPCIP	Capital Outlay (CIP Projects)						
5720	Buildings & Related		1,235,000		(120,000)		1,115,000
TOTAL REQUIREMENTS			\$1,850,000		(\$120,000)		\$1,730,000

General Expenses

<i>Interfund Transfers</i>							
INDTEX	Interfund Reimbursements						
5800	Transfer for Indirect Costs						
	* to General Fund-Bldg		231,822		0		231,822
	* to General Fund-Support Services		3,424,840		0		3,424,840
	* to General Fund		428,419		0		428,419
	* to Risk Mgmt Fund-Liability		122,539		0		122,539
	* to Risk Mgmt Fund-Worker Comp		155,616		0		155,616
INTCHG	Internal Service Transfers						
5820	Transfer for Direct Costs						
	* to General Fund-Planning		409,710		0		409,710
	* to General Fund-Regional Parks		3,647		0		3,647
	* to General Fund-General Gov't		410,582		0		410,582
	* to General Fund-Support Services		75,724		0		75,724
	* to General Fund-SUS Education/Climate Change		34,253		0		34,253
	* to General Fund-PES Finance		350,982		0		350,982
	* to General Fund-PES Administration		487,581		0		487,581
	* to General Fund-SUS Administration		276,307		0		276,307
	* to Risk Management Fund		62,686		0		62,686
EQTCHG	Fund Equity Transfers						
5810	Transfer of Resources						
	* to General Asset Mgmt Fund		53,163		120,000		173,163
	* to General Fund (General)		1,112,000		0		1,112,000
	* to Rehab. & Enhancement Fund		348,867		0		348,867
Total Interfund Transfers			\$7,988,738		\$120,000		\$8,108,738
<i>Contingency and Ending Balance</i>							
CONT	Contingency						
5999	Contingency						
	* Operating Account (Operating Contingency)		2,000,000		0		2,000,000
	* Landfill Closure Account		3,966,181		0		3,966,181
	* Renewal & Replacement Account		8,622,564		0		8,622,564
UNAPP	Unappropriated Fund Balance						
5990	Unappropriated Fund Balance						
	* General Account (Working Capital)		5,759,668		0		5,759,668
	* General Account (EIL Reserve - GASB 49)		5,225,000		0		5,225,000
	* General Account (Rate Stabilization)		2,416,781		0		2,416,781
	* General Account (Capital Reserve)		5,440,000		0		5,440,000
Total Contingency and Ending Balance			\$33,430,194		\$0		\$33,430,194
TOTAL REQUIREMENTS		93.55	\$95,413,380	0.00	\$0	93.55	\$95,413,380

Exhibit B
Ordinance 12-1270
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL ASSET MANAGEMENT FUND			
Asset Management Program	5,823,419	120,000	5,943,419
Non-Departmental			
Interfund Transfers	0	0	0
Contingency	3,911,582	0	3,911,582
Unappropriated Balance	0	0	0
Total Fund Requirements	\$9,735,001	\$120,000	\$9,855,001
SOLID WASTE REVENUE FUND			
Operating Account			
Finance & Regulatory Services	2,113,476	0	2,113,476
Sustainability Center	8,102,025	0	8,102,025
Parks & Environmental Services	39,854,447	0	39,854,447
Subtotal	50,069,948	0	50,069,948
Landfill Closure Account			
Parks & Environmental Services	1,209,500	0	1,209,500
Subtotal	1,209,500	0	1,209,500
Renewal and Replacement Account			
Parks & Environmental Services	865,000	0	865,000
Subtotal	865,000	0	865,000
General Account			
Parks & Environmental Services	1,850,000	(120,000)	1,730,000
Subtotal	1,850,000	(120,000)	1,730,000
General Expenses			
Interfund Transfers	7,988,738	120,000	8,108,738
Contingency	14,588,745	0	14,588,745
Subtotal	22,577,483	120,000	22,697,483
Unappropriated Balance	18,841,449	0	18,841,449
Total Fund Requirements	\$95,413,380	\$0	\$95,413,380

All other appropriations remain as previously adopted

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2011-12 BUDGET AND APPROPRIATIONS SCHEDULE AND THE FY 2011-12 THROUGH 2015-16 CAPITAL IMPROVEMENT PLAN

Date: January 6, 2012 Prepared

by: Tim Collier 503-797-1913
Brian Kennedy 503-797-1908

BACKGROUND

In FY 2010-11, Metro began an evaluation of business systems in use across the agency to identify key areas for process improvements and automation. Metro's budget process and budget reporting were the most significant opportunities to come from that analysis. Staff determined that there were significant opportunities to improve business processes and provide additional management tools to staff across the agency through automation of the budget process.

The goals staff sought to achieve in improving the budget process were to eliminate duplicate data entry, provide more information to managers throughout the process, and improve ongoing budget and financial management reporting. Currently, budget information is maintained in several different ways across the agency. Staff uses a combination of spreadsheets, custom databases, and PeopleSoft, the Metro financial management system, to develop and track budgets. A custom budget system was developed for the Solid Waste Fund and is used to develop the system and provide more user-friendly budget documents for staff. This project will replace the custom system for the Solid Waste Fund as well as the many spreadsheets in use across the agency.

The acquisition of a budget module had been identified as a CIP project as early as FY 2006-07. The original project was estimated at \$150,000; \$50,000 of that funding was used to review the current ERP systems which further confirmed the need to implement a separate budget module for our system.

Staff developed a Request for Information that sought information about software solutions that would allow users to enter their budget information once, track the stages of the budget, provide the ability to model multiple scenarios with different assumptions, and provide user-friendly reporting tools. The Request for Information was issued in May 2011, and staff received 14 proposals from vendors. After an initial review, 5 vendors were selected to provide scripted demonstrations. Staff has conducted additional due diligence and is currently in contract negotiations with the preferred vendor. Staff estimates that the project will take approximately six months to complete. Staff intends to have the system live to provide budget reporting early in FY 2012-13 and to use the system for development of the FY 2013-14 budget.

The total cost of the system and implementation is \$240,000. The Solid Waste Fund share of the project is \$120,000 and will be funded from the capital account. Solid Waste will fund half the project because the new budget software will replace the current custom system that is in use. Eliminating the custom system will reduce software maintenance costs and provide the Solid Waste Fund with an improved software solution that will make budget development and monitoring more efficient.

The remaining \$120,000 is available currently in the General Asset Management Fund, the majority from undesignated capital accumulated from the balance of the original project and other underspending; a small amount, less than \$10,000, comes from renewal and replacement. At this point, staff believes there is not a need for additional appropriation authority in the General Asset Management Fund. Ongoing

maintenance fees will be approximately \$26,000 annually and will be incorporated into the cost allocation plan as a cost shared by all users of the system.

Due to the cost of the system and implementation, the project requires an amendment to the capital improvement plan. This action requests a change to the Metro FY 2011-12 through FY 2015-16 capital improvement plan to recognize this new project and a transfer of \$120,000 from the Solid Waste Fund to the General Asset Management Fund.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** ORS 294.450(1) 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 294.450(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body. Metro's adopted financial policies require any project exceeding \$100,000 or an existing CIP project increasing greater than 20 percent to receive Council approval.
3. **Anticipated Effects:** This action provides for changes in operations as described above and amends the FY 2011-12 through FY 2015-16 Capital Improvement Plan.
4. **Budget Impacts:** This action has the following impact on the FY 2011-12 budget:
 - Transfers \$120,000 from the Solid Waste Fund to the General Asset Management Fund for capital spending.
 - Amends the FY 2011-12 through FY 2015-16 Capital Improvement Plan to add this project.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Agenda Item No. 4.3

Ordinance No. 12-1271, For the Purpose of Amending the F
2011-12 Budget and Appropriations Schedule Increasing
a Net 0.5 FTE in the Research Center.

Ordinances – First Read

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

AMENDING THE FY 2011-12 BUDGET AND) ORDINANCE NO. 12-1271
APPROPRIATIONS SCHEDULE INCREASING A)
NET 0.50 FTE IN THE RESEARCH CENTER) Introduced by Martha Bennett, Chief
) Operating Officer, with the concurrence of
) Council President Tom Hughes

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2011-12 Budget; and

WHEREAS, Metro Code chapter 2.02.040 requires Metro Council approval to add any new position to the budget; and

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

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

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2011-12 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 increasing a net 0.50 FTE in the Research Center.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2012.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A
Ordinance No. 12-1271

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Total Resources							
Resources							
BEGBAL	Beginning Fund Balance						
3500	Beginning Fund Balance						
	* Undesignated		7,392,000		0		7,392,000
	* Prior period adjustment: TOD		3,290,434		0		3,290,434
	* Project Carryover		842,458		0		842,458
	* Recovery Rate Stabilization Reserve		500,000		0		500,000
	* Reserved for Local Gov't Grants (CET)		3,173,715		0		3,173,715
	* Reserve for Future Debt Service		2,588,707		0		2,588,707
	* Reserved for Community Investment Initiati		1,838,699		0		1,838,699
	* Reserved for Future Planning Needs		318,662		0		318,662
	* Reserved for Future Election Costs		133,411		0		133,411
	* Reserved for Nature in Neighborhood Grants		298,561		0		298,561
	* Reserved for Active Transportation Partnersh		84,843		0		84,843
	* Reserve for Future Natural Areas Operations		504,460		0		504,460
	* Prior year PERS Reserve		4,653,605		0		4,653,605
	Subtotal Beginning Fund Balance		25,619,555		0		25,619,555
General Revenues							
EXCISE	Excise Tax						
4050	Excise Taxes		15,100,765		0		15,100,765
4055	Construction Excise Tax		1,605,000		0		1,605,000
RPTAX	Real Property Taxes						
4010	Real Property Taxes-Current Yr		11,424,309		0		11,424,309
4015	Real Property Taxes-Prior Yrs		343,000		0		343,000
INTRST	Interest Earnings						
4700	Interest on Investments		107,000		0		107,000
	Subtotal General Revenues		28,580,074		0		28,580,074
Department Revenues							
GRANTS	Grants						
4100	Federal Grants - Direct		3,920,144		0		3,920,144
4105	Federal Grants - Indirect		7,256,984		0		7,256,984
4110	State Grants - Direct		736,970		0		736,970
4120	Local Grants - Direct		258,098		0		258,098
LGSHRE	Local Gov't Share Revenues						
4135	Marine Board Fuel Tax		90,246		0		90,246
4139	Other Local Govt Shared Rev.		463,398		0		463,398
GVCNTB	Contributions from Governments						
4145	Government Contributions		3,024,060		0		3,024,060
4150	Contractor's Business License		386,000		0		386,000
CHGSVC	Charges for Service						
4165	Boat Launch Fees		156,432		0		156,432
4180	Contract & Professional Service		803,047		0		803,047
4230	Product Sales		95,968		44,000		139,968
4280	Grave Openings		177,450		0		177,450
4285	Grave Sales		165,876		0		165,876
4500	Admission Fees		6,210,278		0		6,210,278
4501	Conservation Surcharge		144,000		0		144,000
4502	Admission Fees - Memberships		1,184,000		0		1,184,000

Exhibit A
Ordinance No. 12-1271

ACCT	DESCRIPTION	Current		Revision		Amended	
		<u>Budget</u>	<u>Amount</u>	<u>Budget</u>	<u>Amount</u>	<u>Budget</u>	<u>Amount</u>
		FTE		FTE		FTE	
General Fund							
4503	Admission Fees - Special Concerts		1,254,000		0		1,254,000
4510	Rentals		716,126		0		716,126
4550	Food Service Revenue		5,381,070		0		5,381,070
4560	Retail Sales		2,258,304		0		2,258,304
4580	Utility Services		2,028		0		2,028
4610	Contract Revenue		914,793		0		914,793
4620	Parking Fees		924,000		0		924,000
4630	Tuition and Lectures		1,208,887		0		1,208,887
4635	Exhibit Shows		702,500		0		702,500
4640	Railroad Rides		960,000		0		960,000
4645	Reimbursed Services		224,000		0		224,000
4650	Miscellaneous Charges for Service		14,867		0		14,867
4760	Sponsorships		60,140		0		60,140
DONAT	Contributions from Private Sources						
4750	Donations and Bequests		1,065,100		0		1,065,100
MISCRV	Miscellaneous Revenue						
4170	Fines and Forfeits		25,000		0		25,000
4890	Miscellaneous Revenue		113,689		0		113,689
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	* from MERC Operating Fund		1,958,805		0		1,958,805
	* from MERC Pooled Capital Fund		25,000		0		25,000
	* from Natural Areas Fund		47,000		0		47,000
	* from Risk Management Fund		657,347		0		657,347
	* from Solid Waste Revenue Fund		1,112,000		0		1,112,000
INDTRV	Interfund Reimbursements						
4975	Transfer for Indirect Costs						
	* from MERC Operating Fund		2,164,856		0		2,164,856
	* from Zoo Bond Fund		148,940		0		148,940
	* from Natural Areas Fund		1,241,830		0		1,241,830
	* from Solid Waste Revenue Fund		4,085,082		0		4,085,082
INTSRV	Internal Service Transfers						
4980	Transfer for Direct Costs						
	* from Zoo Bond Fund		188,236		0		188,236
	* from MERC Operating Fund		77,884		0		77,884
	* from Natural Areas Fund		477,107		0		477,107
	* from Smith & Bybee Lakes Fund		112,251		0		112,251
	* from Solid Waste Revenue Fund		2,048,786		0		2,048,786
Subtotal Department Revenues			55,242,579		44,000		55,286,579
TOTAL RESOURCES			\$109,442,208		\$44,000		\$109,486,208

Exhibit A
Ordinance No. 12-1271

ACCT	DESCRIPTION	Current		Revision		Amended	
		Budget		Budget		Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Research Center							
Personal Services							
SALWGE	Salaries & Wages						
5010	Reg Employees-Full Time-Exempt						
	Assistant GIS Specialist	2.00	106,266	-	0	2.00	106,266
	Administrative Specialist IV	1.00	50,069	-	0	1.00	50,069
	Assistant Regional Planner	1.00	57,953	-	0	1.00	57,953
	Associate GIS Specialist	2.00	133,062	-	0	2.00	133,062
	Associate Regional Planner	1.00	57,953	-	0	1.00	57,953
	Associate Transportation Modeler	4.00	259,464	-	0	4.00	259,464
	Manager I	1.00	93,311	-	0	1.00	93,311
	Manager II	2.00	183,384	-	0	2.00	183,384
	Principal GIS Specialist	2.00	179,491	-	0	2.00	179,491
	Principal Regional Planner	1.00	89,745	-	0	1.00	89,745
	Principal Transportation Modeler	3.00	269,236	-	0	3.00	269,236
	Program Director II	1.00	135,739	-	0	1.00	135,739
	Program Supervisor II	2.00	166,106	-	0	2.00	166,106
	Senior GIS Specialist	3.00	233,962	-	0	3.00	233,962
	Senior Transportation Modeler	2.00	170,977	-	0	2.00	170,977
5020	Reg Emp-Part Time-Exempt						
	Assistant GIS Specialist	0.60	30,886	-	0	0.60	30,886
	Associate GIS Specialist	1.10	73,448	-	0	1.10	73,448
	Principal Regional Planner	0.47	46,457	-	0	0.47	46,457
	Senior GIS Specialist	0.80	56,318	0.50	33,891	1.30	90,209
5030	Temporary Employees		30,224		0		30,224
5089	Salary Adjustments				0		
	Merit/COLA Adjustment (non-rep)		5,785		0		5,785
	Step Increases (AFSCME)		19,149		0		19,149
	COLA (represented employees)		17,408		0		17,408
	Other Adjustments (non-represented)				0		
	Other Adjustments (AFSCME)		9,916		0		9,916
FRINGE	Fringe Benefits						
5100	Fringe Benefits						
	Base Fringe (variable & fixed)		966,939		10,109		977,048
Total Personal Services		30.97	\$3,443,248	0.50	\$44,000	31.47	\$3,487,248
Total Materials & Services			\$1,002,334		\$0		\$1,002,334
TOTAL REQUIREMENTS		30.97	\$4,445,582	0.50	\$44,000	31.47	\$4,489,582

Exhibit A
Ordinance No. 12-1271

ACCT	DESCRIPTION	FTE	Current	FTE	Revision	FTE	Amended
			<u>Budget</u>		<u>Budget</u>		<u>Budget</u>
			Amount		Amount		Amount
General Fund							
General Expenses							
Total Interfund Transfers			\$5,017,479		\$0		\$5,017,479
<u>Contingency & Unappropriated Balance</u>							
CONT	Contingency						
5999	Contingency						
	* Contingency		3,022,646		(44,000)		2,978,646
	* Opportunity Account		153,496		0		153,496
	* Reserved for Streetcar LID (RRSR)		500,000		0		500,000
UNAPP	Unappropriated Fund Balance						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,320,296		44,000		2,364,296
	* PERS Reserve		6,238,195		0		6,238,195
	* Recovery Rate Stabilization reserve		1,396,943		0		1,396,943
	* Reserved for Community Investment Initiative		812,000		0		812,000
	* Reserved for Future Natural Areas Operation:		204,460		0		204,460
	* Reserved for Local Gov't Grants (CET)		1,165,574		0		1,165,574
	* Reserved for Future Planning Needs		14,993		0		14,993
	* Reserve for Future Debt Service		2,526,028		0		2,526,028
Total Contingency & Unappropriated Balance			\$18,354,631		\$0		\$18,354,631
TOTAL REQUIREMENTS		455.31	\$109,442,208	0.50	\$44,000	455.81	\$109,486,208

Exhibit B
Ordinance 12-1271
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL FUND			
Communications	2,499,577	0	2,499,577
Council Office	3,694,550	0	3,694,550
Finance & Regulatory Services	3,877,640	0	3,877,640
Human Resources	2,304,931	0	2,304,931
Information Services	3,626,474	0	3,626,474
Metro Auditor	686,452	0	686,452
Office of Metro Attorney	2,067,885	0	2,067,885
Oregon Zoo	28,541,635	0	28,541,635
Parks & Environmental Services	6,586,184	0	6,586,184
Planning and Development	16,561,877	0	16,561,877
Research Center	4,445,582	44,000	4,489,582
Sustainability Center	5,022,941	0	5,022,941
Former ORS 197.352 Claims & Judgments	100	0	100
Special Appropriations	4,566,055	0	4,566,055
Non-Departmental			
Debt Service	1,588,215	0	1,588,215
Interfund Transfers	5,017,479	0	5,017,479
Contingency	3,676,142	(44,000)	3,632,142
Unappropriated Balance	14,678,489	44,000	14,722,489
Total Fund Requirements	\$109,442,208	\$44,000	\$109,486,208

All other appropriations remain as previously adopted

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2011-12 BUDGET AND APPROPRIATIONS SCHEDULE INCREASING A NET 0.50 FTE IN THE RESEARCH CENTER

Date: January 6, 2012 Prep

ated by: Mike Hoglund 503-797-1743

BACKGROUND

This request was originally introduced to Council in November 2011 as part of Ordinance No. 11-1265, but was postponed in order that the new COO and Council could review the position consistent with guidelines for the FY 2012-13 budget. Following that review, the position has been re-classified from full-time permanent to full-time, limited duration and will be further reviewed as part of the next two budget cycles consistent with both need and available resources.

GIS Support to Regional Partners

The DRC division of the Research Center has provided GIS support to paying external clients for the past twenty years. This enterprise was launched by the Metro Council in 1991 after the Oregon State Legislature authorized the venture that same year. Since that time, the services provided to paying clients have supported innovation and growth in areas that have often led to improvements in the policy decision support that the DRC provides to internal clients at Metro. Key partnerships have been forged in the GIS community, and products have been developed that have improved collaboration with stakeholders throughout the region.

Over the years, the DRC has consistently carried temporary and limited duration staff to support the delivery of products and services to these external clients. The process of recruiting and training new staff each year has proved to be an inefficient solution for meeting the constant demand for these services. Because of this inefficiency, it has been a long-term goal to match staff capacity with this steady demand.

This issue is being addressed now because a Senior GIS Specialist in the DRC has requested to reduce her commitment from 1.0 FTE to 0.5 FTE. This action will make 0.5 FTE available for a new hire. Rather than hire a part-time employee, the Research Center would like to hire 1.0 FTE limited duration position, adding 0.5 FTE to address the long-standing issue described above. This action is expected to increase sales revenue over the amount budgeted to offset the increased expense.

Specifically, the action will reduce a regular full-time position from 1.0 FTE to 0.50 FTE and add a limited duration full time 1.0 FTE at the same classification level. The limited duration position will be authorized through 6/30/13. The position will be reviewed during the FY 2013-14 budget development process. Continuation of the position will be contingent upon the department demonstrating and documenting additional revenue generation as a result of the addition of the position.

Oregon budget law does not allow the recognition and direct appropriation of this additional revenue without the benefit of a supplemental budget. This action transfers \$44,000 from the General Fund contingency to personal services to provide for the needed increase in appropriation for salaries and fringe benefit expense. It also acknowledges the receipt of \$44,000 in additional revenue but places the additional revenue in the Stabilization Reserve (unappropriated balance) in the General Fund, in effect replenishing the contingency next year.

ANALYSIS/INFORMATION

1. **Known Opposition:** None known.
2. **Legal Antecedents:** ORS 294.450(1) 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 294.450(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body. Metro code chapter 2.02.040 requires the Metro Council to approve the addition of any position to the budget.
3. **Anticipated Effects:** This action provides for changes in operations as described above and detailed below; adding a net 0.50 FTE to the FY 2011-12 budget; and transferring \$44,000 from the General Fund contingency to the Research Center to provide for additional salaries and benefits.
4. **Budget Impacts:** This action has the following impact on the FY 2011-12 budget:
 - Reduces 1.0 FTE regular full time position to 0.50 FTE regular part-time position
 - Adds 1.0 FTE limited duration full time position authorized through 6/30/13. Continuation of the position past this date will be contingent upon a review of anticipated revenues during the FY 2013-14 budget development.
 - Transfers \$44,000 from the General Fund contingency to personal services to provide for the needed increase in appropriation for salaries and fringe benefit expense.
 - Acknowledges the receipt of \$44,000 in additional revenue but places the additional revenue in the Stabilization Reserve (unappropriated balance) in the General Fund, in effect replenishing the contingency next year.

RECOMMENDED ACTION

The Chief Operating Office recommends adoption of this Ordinance.

Agenda Item No. 5.1

Resolution No. 12-4325, For the Purpose of Metro Council's
Acceptance of the Results of the Independent Audit Report for
Financial Activity During Fiscal Year 2010-2011.

Resolutions

Metro Council Meeting
Thursday, Jan. 19, 2012
Oregon Zoo, Cascade Crest Banquet Room

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF METRO COUNCIL'S	)	RESOLUTION NO. 12- 4325
ACCEPTANCE OF THE RESULTS OF THE)	
INDEPENDENT AUDIT REPORT FOR	)	Introduced by
FINANCIAL ACTIVITY DURING FISCAL	)	Suzanne Flynn, Metro Auditor
YEAR 2010-2011)	

WHEREAS, Oregon Revised Statute 297.465 requires an annual independent audit of Metro's financial statements; and

WHEREAS, Metro Code Section 2.15.80 requires the Metro Auditor to appoint the external certified public accountant to conduct certified financial statement audits as specified in state and local laws; and

WHEREAS, Metro engaged in Contract No. 929814 with Moss Adams LLP, independent Certified Public Accountants to provide the following audit services for each of the fiscal years ending June 30, 2010-2012:

1. Audit of Metro's financial statements (including all costs associated with the Comprehensive Annual Financial Report and applicable management recommendations and comments);
2. Single Audit and applicable management recommendations and comments;
3. Metro Natural Areas Bond Measure Expenditures and applicable management recommendations and comments; and
4. Oregon Zoo Construction Bond Measure Expenditures and applicable management recommendations and comments.

WHEREAS, the annual independent audit for fiscal year ended June 30, 2011 has been completed and an unqualified opinion received from Moss Adams LLP; and

WHEREAS, a separate letter was delivered to management and a management plan of action completed; now, therefore,

BE IT RESOLVED that the Metro Council hereby acknowledges and accepts the results of the independent audit for fiscal year ended June 30, 2011 (Exhibit A).

ADOPTED by the Metro Council this ____ day of _____ 2012.

Tom Hughes, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney

**REPORT OF INDEPENDENT AUDITOR ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING
STANDARDS***

Metro Council and Metro Auditor
Portland, Oregon

We have audited the financial statements of the governmental activities, the business-type activities, each major fund, and the aggregate remaining fund information of Metro as of and for the year ended June 30, 2011, which collectively comprise Metro's basic financial statements and have issued our report thereon dated December 2, 2011. Our report was modified to include a reference to other auditors. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Other auditors audited the financial statements of the Oregon Zoo Foundation, a discretely presented component unit, as described in our report on Metro's financial statements. The financial statements of the Oregon Zoo Foundation were not audited in accordance with *Governmental Auditing Standards*.

Internal Control over Financial Reporting

Management of Metro is responsible for establishing and maintaining effective internal control over financial reporting. In planning and performing our audit, we considered Metro's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of Metro's internal control over financial reporting.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.



**REPORT OF INDEPENDENT AUDITOR ON INTERNAL CONTROL OVER FINANCIAL
REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF
FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING
STANDARDS* – (continued)**

Compliance and Other Matters

As part of obtaining reasonable assurance about whether Metro's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the audit committee; management; the Council; others within the entity; the Secretary of State, Divisions of Audits, of the State of Oregon; federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Moss Adams, LLP

Eugene, Oregon
December 2, 2011

**Cover only - entire report may be
downloaded from Metro's website
at www.oregonmetro.gov (172
pages)**

www.oregonmetro.gov



600 NE Grand Ave.
Portland, Oregon
97232-2736

CAFR

**Comprehensive Annual Financial Report
For the fiscal year ended June 30, 2011**



Metro | *Making a great place*

**REPORT OF INDEPENDENT AUDITOR ON COMPLIANCE AND
ON INTERNAL CONTROL OVER FINANCIAL REPORTING
BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN
ACCORDANCE WITH *OREGON MINIMUM AUDIT STANDARDS***

Metro Council and Metro Auditor
Portland, Oregon

We have audited the basic financial statements of Metro as of and for the year ended June 30, 2011 and have issued our report thereon dated December 2, 2011. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the provisions of the Minimum Standards for Audits of Oregon Municipal Corporations, prescribed by the Secretary of State. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the basic financial statements are free of material misstatement.

Compliance

As part of obtaining reasonable assurance about whether Metro's basic financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, grants, including provisions of Oregon Revised Statutes as specified in Oregon Administrative Rules OAR 162-010-0000 to 162-010-0330, as set forth below, noncompliance with which could have a direct and material effect on the determination of financial statement amounts:

- The use of approved depositories to secure the deposit of public funds.
- The requirements relating to debt.
- The requirements relating to the preparation, adoption and execution of the annual budgets for fiscal years 2011 and 2012.
- The requirements relating to insurance and fidelity bond coverage.
- The appropriate laws, rules and regulations pertaining to programs funded wholly or partially by other governmental agencies.
- The statutory requirements pertaining to the investment of public funds.
- The requirements pertaining to the awarding of public contracts and the construction of public improvements.

However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance that are required to be reported under Minimum Standards for Audits of Oregon Municipal Corporations.



Internal Control Over Financial Reporting

In planning and performing our audit, we considered Metro's internal control over financial reporting as a basis for designing our auditing procedures for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control over financial reporting. Accordingly, we do not express an opinion on the effectiveness of the Metro's internal control over financial reporting.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis.

Our consideration of internal control over financial reporting was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over financial reporting that might be deficiencies, significant deficiencies or material weaknesses. We did not identify any deficiencies in internal control over financial reporting that we consider to be material weaknesses, as defined above.

This report is intended solely for the information of the Metro Council and Metro Auditor, management, and the State of Oregon and is not intended to be and should not be used by anyone other than those specified parties.

A handwritten signature in black ink, reading "James C. Lavarotto".

For Moss Adams LLP
Eugene, Oregon
December 2, 2011

**REPORT OF INDEPENDENT AUDITOR ON COMPLIANCE WITH REQUIREMENTS THAT
COULD HAVE A DIRECT AND MATERIAL EFFECT ON EACH MAJOR PROGRAM AND ON
INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH OMB CIRCULAR A-133**

Metro Council and Metro Auditor
Portland, Oregon

Compliance

We have audited Metro's compliance with the types of compliance requirements described in the *OMB Circular A-133 Compliance Supplement* that could have a direct and material effect on each of Metro's major federal programs for the year ended June 30, 2011. Metro's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs. Compliance with the requirements of laws, regulations, contracts, and grants applicable to each of its major federal programs is the responsibility of Metro's management. Our responsibility is to express an opinion on Metro's compliance based on our audit.

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and OMB Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Those standards and OMB Circular A-133 require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about Metro's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances. We believe that our audit provides a reasonable basis for our opinion. Our audit does not provide a legal determination of Metro's compliance with those requirements.

In our opinion, Metro complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2011.

Internal Control over Compliance

Management of Metro is responsible for establishing and maintaining effective internal control over compliance with the requirements of laws, regulations, contracts, and grants applicable to federal programs. In planning and performing our audit, we considered Metro's internal control over compliance with the requirements that could have a direct and material effect on a major federal program to determine the auditing procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with OMB Circular A-133, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of Metro's internal control over compliance.



**REPORT OF INDEPENDENT AUDITOR ON COMPLIANCE WITH REQUIREMENTS THAT
COULD HAVE A DIRECT AND MATERIAL EFFECT ON EACH MAJOR PROGRAM AND ON
INTERNAL CONTROL OVER COMPLIANCE IN ACCORDANCE WITH OMB CIRCULAR A-133**

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis.

Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be deficiencies, significant deficiencies, or material weaknesses. We did not identify any deficiencies in internal control over compliance that we consider to be *material weaknesses*, as defined above.

This report is intended solely for the information and use of the audit committee; management; the Council; others within the entity; the Secretary of State, Divisions of Audits, of the State of Oregon; federal awarding agencies and pass-through entities and is not intended to be and should not be used by anyone other than these specified parties.

Moss Adams, LLP

Eugene, Oregon
December 2, 2011

Communications with Those Charged with Governance under SAS No. 114

Suzanne Flynn, Metro Auditor
and the Audit Committee
Portland, Oregon

We have audited the financial statements of Metro as of and for the year ended June 30, 2011 and have issued our report thereon dated December 2, 2011. Professional standards require that we provide you with the following information related to our audit.

OUR RESPONSIBILITY UNDER AUDITING STANDARDS GENERALLY ACCEPTED IN THE UNITED STATES OF AMERICA

As stated in our contract dated May 1, 2010, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements prepared by management with your oversight are fairly presented, in all material respects, in conformity with U.S. generally accepted accounting principles. Our audit of the financial statements does not relieve you or management of your responsibilities.

Our responsibility is to plan and perform the audit in accordance with generally accepted auditing standards and to design the audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of Metro's internal control over financial reporting. Accordingly, we considered Metro's internal control solely for the purposes of determining our audit procedures and not to provide assurance concerning such internal control.

We are also responsible for communicating significant matters related to the financial statement audit that, in our professional judgment, are relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

OTHER INFORMATION IN DOCUMENTS CONTAINING AUDITED FINANCIAL STATEMENTS

Our responsibility for other information in the Auditor's Report and Financial Statements does not extend beyond the financial information identified in our report. We do not have an obligation to perform any procedures to corroborate other information contained in these documents. However, we have read the information and nothing came to our attention that caused us to believe that such information or its manner of presentation is materially inconsistent with the information or manner of its presentation appearing in the financial statements.



PLANNED SCOPE AND TIMING OF THE AUDIT

We performed the audit according to the planned scope communicated to you in the original contract dated May 1, 2010, as well as the meeting we held with you on June 29, 2011.

SIGNIFICANT AUDIT FINDINGS

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by Metro are described in Note 1 to the financial statements. One new accounting policy was adopted concerning the implementation of GASB 54, *Fund Balancer Reporting and Governmental Fund Type Definitions*. Under this policy, Metro's fund balances were reported within the following classifications of nonspendable, restricted, committed, assigned, or unassigned. In addition, the criteria for the use of special revenue funds was clarified, and Metro changed the reporting of certain funds and activities to meet the requirements for reporting special revenue funds under the new standard.

We noted no transactions entered into by Metro during the year for which there is a lack of authoritative guidance or consensus. There are no significant transactions that have been recognized in the financial statements in a different period than when the transaction occurred.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected.

Financial Statement Disclosures

The disclosures in the financial statements are consistent, clear and understandable. Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosure(s) affecting the financial statements was (were):

- Disclosure of the reporting entity and significant accounting policies in prelude to the notes to the financial statements. This disclosure reports the operations under the governance of the elected Metro Council, as well as the more significant policies used by Metro in the preparation of the financial statements.
- Disclosure of cash and investment details in Note IV.A. to the financial statements. This disclosure provides the details of the amounts of cash and investments held in the various types of depositories and securities at year end as well as the details of the nature of the risks inherent in Metro's cash and investment portfolio.
- Disclosure of other post-employment benefits in Notes IV.G. and H. to the financial statements. The recorded OPEB liability for benefits included in the financial statements is an estimate based on assumptions regarding future healthcare trend rates, discount rates that attempt to match anticipated returns on Metro's cash and investments, and many

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other actuarial assumptions. In addition, the allowable accrual methods allow for the smoothing of current year expenses through the concept of ‘catching up’ for prior year under-funding of the plan over a 30-year period resulting in an accrual that is less than the actuarially determined total liability.

- Disclosure of Metro’s long-term debt in Notes IV.K. and L. to the financial statements. These disclosures provide the details of the amounts and types of debt outstanding at year end along with the repayment terms, significant covenants, and future maturities of principal and interest.
- Disclosure of Metro’s pollution remediation and post-closure landfill care obligations in Note IV.M. to the financial statements. The recorded liability was calculated and reported pursuant to GASB 49 that provides that a liability for remediation projects is only necessary when one of five obligating events has occurred. Metro has determined that obligating events have occurred on two remediation projects. Further, the liability is based on a probability weighted estimate of future environmental study, remediation, and post-remediation costs, and those estimates may change significantly in the future.
- Disclosure of Metro’s landfill post-closure care costs in Note IV.N. to the financial statements. The liability recorded is based on estimates of costs that will be incurred through the year 2026 to meet current State and Federal requirements, and actual costs could vary significantly from those estimates.
- Disclosure of Metro’s risk management programs in Note IV.Q. to the financial statements. This disclosure provides a summary of the various risks of loss Metro is exposed to, and its method of financing those risks. This note also provides a reconciliation of claims liabilities for the past two years. The claims liability is an estimate that is based on assumptions, and actual results could vary significantly from those estimates.

Significant Difficulties Encountered in Performing the Audit

We did not encounter significant difficulties in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management.

There was one uncorrected misstatement related to the under-reporting of OPEB liability that was actually identified last year that is still applicable to this year given Metro’s policy to get actuarial valuations every two years. There were errors made in excluding participants eligible for benefits in the census data provided to the actuary, resulting in an estimated understatement of the recorded liability of \$77,000, and an estimated understatement of the actuarial accrued liability disclosed in the notes to the financial statements of \$176,000. Management determined the error to be immaterial, and we concurred with that conclusion. The matter will be resolved in the next actuarial valuation scheduled for June 30, 2012.

MOSS ADAMS_{LLP}

There was one uncorrected misstatement related to real property recorded by Metro as a capital asset addition in a prior year that was actually not owned by Metro, and should have been expensed in the year the expenditures were made in the amount of \$2.2 million. An entry was made to include a disposition in the current year to remove the capital asset from Metro's financial statements. Management determined the error created in the current year statement of activities by reporting the disposition in the current year to be immaterial, and we concurred with that conclusion.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested certain representations from management that are included in the management representation letter dated December 2, 2011.

Management Consultation with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to Metro's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Significant Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as Metro's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

We have represented to you that we are independent with respect to Metro.

This information is intended solely for the use of the audit committee and management of Metro and is not intended to be and should not be used by anyone other than these specified parties.

Moss Adams, LLP

Eugene, Oregon
December 2, 2011

METRO
Schedule of Expenditures of Federal Awards
for the year ended June 30, 2011

Grantor and Program Title	Federal CFDA Number	Grant Number	Federal Expenditures
U.S. DEPARTMENT OF AGRICULTURE			
Natural Resources Conservation Service-			
Direct Programs:			
Wetlands Reserve Program-Forest Grove Habitat	10.072	66-0436-8-060	\$ 7,822
Wetlands Reserve Program-Munger Restoration	10.072	66-0436-6-019	26,667
Wetlands Reserve Program-Gotter Prairie	10.072	66-0436-8-035	28,890
Subtotal Wetlands Reserve Program			63,379
Resource Conservation and Development	10.901	72044360811A	5,651
Wildlife Habitat Incentives Program	10.914	72043607138	1,550
Wildlife Habitat Incentives Program	10.914	7204360714R	1,257
Subtotal Wildlife Habitat Incentives Program			2,807
Forest Service-			
Direct Programs:			
Condor Program	10.XXX	09-CS-11062200-007	1,500
UNO Program	10.XXX	09-CS-11062200-010	18,000
Total U. S. Department of Agriculture			91,337
U.S. DEPARTMENT OF DEFENSE			
Department of the Army, Office of the Chief of Engineers			
Passed through Washington Department of Fish & Wildlife:			
Planning Assistance to States - Water Resources Development Act	12.110	WDFW # 06-1337, Amend #5	50,000
Total U.S. Department of Defense			50,000
U.S. DEPARTMENT OF THE INTERIOR			
Bureau of Land Management-			
Direct Program:			
Fish, Wildlife and Plant Conservation Resource Management; Federal Land Policy and Management Act (FLPMA)	15.231	L07AC20271 Task order-HAF079Q05	40,000
U.S. Geological Survey			
Direct Program:			
U.S. Geological Survey - Research and Data Collection Digital Ortho-Imagery Grant	15.808	G10AC00190	70,000
Fish and Wildlife Service-			
Passed through The Department of State Lands:			
Cooperative Endangered Species Conservation Fund	15.615	USFWS Sec 6 grant E-28-TW-2	37,037
Passed through Oregon State Marine Board:			
Clean Vessel Act	15.616	N/A	788
Sportfishing and Boating Safety Act	15.622	1379	2,125
Passed through Ducks Unlimited			
North American Wetlands Conservation Fund	15.623	US-OR-32-5	47,882
Passed through Washington Department of Fish & Wildlife:			
State Wildlife Grants	15.634	WDFW #08-1424 Amend #4	84,475
Total U. S. Department of the Interior			282,307

Grantor and Program Title	Federal CFDA Number	Grant Number	Federal Expenditures
U.S. DEPARTMENT OF TRANSPORTATION			
Federal Highway Administration-			
Highway Planning and Construction Cluster-			
Highway Planning and Construction-			
Passed through Oregon Department of Transportation:			
2011 Planning Fund	20.205	ODOT # 26835	1,189,988
2009 Planning Fund Carryover funds	20.205	ODOT # 26835	448,148
2011 STP funds	20.205	ODOT # 26835	857,932
2009 STP Carryover funds	20.205	ODOT # 26835	153,044
2011 STP Next Corridor funds	20.205	ODOT # 26835	265,159
2010 STP Next Corridor Carryforward fund	20.205	ODOT # 26835	191,991
2008 STP Next Corridor Carryforward fund	20.205	ODOT # 26835	248,809
I-5 / 99W Tualatin-Sherwood Connector fund	20.205	ODOT # 26835	309,982
Tigard TGM Land Use	20.205	ODOT # 27105	31,148
I-5 / 99W Connector Project	20.205	ODOT # 22445	120
Columbia River Crossing Loaned Executive	20.205	ODOT # 25288	148,118
Oregon Hwy 212 / Damascus Project	20.205	ODOT # 25218-01	4,843
Oregon Climate Summit	20.205	n/a	9,652
Passed through Washington Department of Transportation:			
Columbia River Crossing II Project	20.205	GCA 5744	4,518
Passed through Multnomah County, Oregon:			
Sellwood Bridge IGA	20.205	4600006289	2,223
Passed through Clackamas County, Oregon:			
Sunrise Corridor EIS	20.205	Metro # 925507	854
Subtotal Highway Planning and Construction			3,866,529
Recreational Trails Program			
Passed State of Oregon, Department of Parks and Recreation			
Bi-State Regional Trails Web Site and Map	20.219	RT10-12	12,000
Total Highway Planning and Construction Cluster			3,878,529
Federal Transit Administration-			
Metropolitan Transportation Planning Grants-			
Passed through Oregon Department of Transportation :			
2011 Technical Studies (Sec 5303)	20.505	ODOT # 26883	386,524
2010 Technical Studies (Sec 5303)	20.505	ODOT # 25996	95,239
Subtotal Metropolitan Transportation Planning Grants			481,763
Federal Transit - Formula Grants (Federal Transit Cluster)-			
Direct Programs:			
Congestion Mitigation & Air Quality Improvement Program (CMAQ)			
Regional Travel Options	20.507	OR95-X010	1,565,765
Alternative Analysis-			
Direct Programs:			
Streetcar/Eastside/LO-PDX (Sec 5339)	20.522	OR39-0002-01	11,289
Total U.S. Department of Transportation			5,937,346

Grantor and Program Title	Federal CFDA Number	Grant Number	Federal Expenditures
U.S. ENVIRONMENTAL PROTECTION AGENCY			
Office of Solid Waste and Emergency Response			
Direct Program:			
Brownfields Assessment and Cleanup Cooperative Agreements II	66.818	BF-96072301	131,919
Total U.S. Environmental Protection Agency			131,919
U.S. DEPARTMENT OF ENERGY			
Passed through the Oregon Department of Energy			
ARRA - State Energy Program			
Oregon Convention Center - Lighting Fixture & Upgrade Project	ARRA - 81.041	SEP 10-1062	235,063
Total U.S. Department of Energy			235,063
U.S. DEPARTMENT OF HEALTH & HUMAN SERVICES			
U.S. Centers for Disease Control and Prevention			
Passed through Multnomah County Health Department			
ARRA - Prevention and Wellness – Communities Putting Prevention to Work Funding Opportunities Announcement			
East Metro Health Equity Investment Strategy	ARRA - 93.724	CPPW10-001	24,925
Total U.S. Department of Health & Human Services			24,925
Total Expenditures of Federal Awards			\$ 6,752,897

METRO
NOTES TO SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
YEAR ENDED JUNE 30, 2011

NOTE 1 – BASIS OF PRESENTATION

The accompanying Schedule of Expenditures of Federal Awards (the Schedule) includes all federal grant activity of Metro, under programs of the federal government for the year ended June 30, 2011. The information in this Schedule is presented in accordance with the requirements of the Office of Management and Budget (OMB) Circular A-133, *Audits of States, Local Governments, and Non-Profit Organizations*. Because this Schedule presents only a selected portion of the operations of Metro, it is not intended to and does not present the financial position, changes in net assets or cash flows of Metro.

NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting, which is described in note II.C to Metro's basic financial statements. Such expenditures are recognized following the cost principals contained in OMB Circular A-87, *Cost Principals for State, Local and Indian Tribal Governments*, wherein certain types of expenses are not allowable or are limited as to reimbursement. Pass-through entity identifying numbers are presented where available.

NOTE 3 – SUBRECIPIENTS

Included within the federal expenditures presented on the Schedule are federal awards subrecipients as follows:

Subrecipient	Federal CFDA		Total
	Number	Grant Number	Expenditures
Bicycle Transportation Alliance	20.507	FTA # OR95-X010	\$ 8,950
City of Gresham	20.507	FTA # OR95-X010	33,005
City of Portland	20.507	FTA # OR95-X010	187,905
City of Tigard	20.507	FTA # OR95-X010	1,276
City of Wilsonville	20.507	FTA # OR95-X010	143,838
Community Cycling Center	20.507	FTA # OR95-X010	14,312
Gresham Downtown Development Association	20.507	FTA # OR95-X010	43,511
Lloyd District TMA	20.507	FTA # OR95-X010	71,473
North Clackamas County Chamber of Commerce	20.507	FTA # OR95-X010	48,521
South Waterfront Community Relations	20.507	FTA # OR95-X010	42,883
Swan Island Business Association	20.507	FTA # OR95-X010	61,878
Tri-Met	20.507	FTA # OR95-X010	33,731
Westside Transportation Alliance Inc.	20.507	FTA # OR95-X010	65,782
Total Subrecipient Federal Expenditures			<u>\$ 757,065</u>

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4325 FOR THE PURPOSE OF THE METRO COUNCIL'S ACCEPTANCE OF THE RESULTS OF THE INDEPENDENT AUDIT REPORT FOR FINANCIAL ACTIVITY DURING FISCAL YEAR 2010-2011

Date: January 3, 2012

Prepared by: Suzanne Flynn
Metro Auditor
503/797-1891

BACKGROUND

State ORS provision 297.465 requires an annual independent audit of Metro's financial statements. The current contract (No. 929814) was awarded to Moss Adams LLP for audit services and is effective May 1, 2010 through June 30, 2013.

Metro Code Chapter 2.15 specifies at Section 2.15.80 that the Auditor shall appoint external certified public accountants to conduct certified financial statement audits. Metro Charter Section 18 also specifies that the auditor shall be responsible for financial auditing of all aspects of Metro's operations.

The Comprehensive Annual Financial Report (CAFR) has been completed by Metro Finance and Regulatory Services. Moss Adams LLP has audited the financial statements and issued an opinion that these statements fairly represent Metro's financial position as of June 30, 2011. The results have been reviewed by the Metro Auditor and Metro Audit Committee members. Moss Adams did not write a management letter this year, a high testament to the quality of Metro's reporting of its financial activities. The firm did share some best practices suggestions with staff.

ANALYSIS/INFORMATION

1. **Known Opposition** none

2. **Legal Antecedents**

State ORS provision 297.465 requires an annual independent audit of Metro's financial statements. Metro contract No. 929814 with Moss Adams LLP for audit services will expire on June 30, 2013.

Metro Code Chapter 2.15 specifies at Section 2.15.80 that the Auditor shall appoint external certified public accountants to conduct certified financial statement audits. The Metro Charter Section 18 also specifies that the auditor shall be responsible for financial auditing of all aspects of Metro's operations.

3. **Anticipated Effects**

Finance and Regulatory Services management and staff will review and implement the best practices suggestions as appropriate.

4. **Budget Impacts** None known at this time.

RECOMMENDED ACTION

The Metro Auditor recommends approval of Resolution No. 12- 4325.

Materials following this page were distributed at the meeting.



METRO COUNCIL MEETING

Meeting Summary

Jan. 12, 2012

Metro, Council Chamber

Councilors Present: Council President Tom Hughes and Councilors Carl Hosticka, Barbara Roberts, Kathryn Harrington, Shirley Craddick, Carlotta Collette, and Rex Burkholder

Councilors Excused: None.

Council President Hughes convened the regular Council meeting at 2:15 p.m.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Arnie Hollander, 13440 SW McCabe Chapel Road, McMinnville: Mr. Hollander stated his concerns with Metro's use of the Riverbend Landfill in Yamhill County. He questioned why the Metro Council doesn't encourage Waste Management to move its garbage to a different landfill that would have fewer negative environmental impacts; he provide the Metro Council photographs of the Riverbend Landfill, which are included in the meeting packet.

Susan Meredith, 14100 SW McCabe Chapel Road, McMinnville: Speaking against expansion of the Riverbend Landfill, Ms. Meredith noted that Yamhill County was home to 127 wineries, 30% of the wineries in the state, and that the Oregon's wine industry contributes \$2.7 billion annually to the Oregon economy. She stated that the Oregon Wine Industry has voted to oppose the expansion of the landfill due to the significant negative environmental impacts from the facility and the deleterious impacts on the local wine industry in particular.

Ms. Isla Perse, President of Waste Not of Yamhill County: Ms. Perse spoke to the Council about her concerns with the Riverbend Landfill. She noted that over 50% of the garbage in the landfill is generated in the Portland Metro area, and that the progressive standards of environmental stewardship of waste adopted by the Metro region should be applied to all areas that accept the region's garbage.

Mr. Ramsey McPhillips, McPhillips RD McMinnville: Mr. McPhillips also expressed his concerns with the Riverbend Landfill; he noted that the landfill is slated to be completely full by 2014, and that Waste Management is currently lobbying to expand the landfill. Oregon's Department of Environmental Quality (DEQ) is currently analyzing if this expansion is appropriate. Mr. McPhillips encouraged Metro to be proactive and help find a more sustainable alternative landfill for the region's waste, noting that the Riverbend Landfill had destroyed his farm and was ruining an entire basin of prime, Class 1 soil. Mr. McPhillips also requested to be added to the agenda for the January 19 Council meeting, stating that he had seven-minute film to show to the Council.

Councilor Kathryn Harrington thanked the citizens for their testimony, and asked clarifying questions about Yamhill County's current engagement on this issue, and what could plausibly happen to the waste produced by Yamhill County residents if the Riverbend Landfill was closed.

3. CONSIDERATION OF THE MINUTES FOR JANUARY 5, 2012

Motion:	Councilor Shirley Craddick moved to adopt the Jan. 5, 2012 Council minutes.
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Vote:	Council President Hughes and Councilors Hosticka, Craddick, Harrington and Collette voted in support of the motion. The vote was 6 ayes, the motion <u>passed</u> .
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4. ORDINANCES – SECOND READING

- 4.1 **Ordinance No. 12-1268**, For the Purpose of Annexing to the Metro District Boundary Approximately 99 Acres Adjacent to and Including a Portion of the Portland Community College Rock Creek Campus at 17705 NW Springville Road, Portland.

Motion:	Councilor Kathryn Harrington moved to adopt Ordinance No. 12-1268.
Second:	Councilor Carlotta Collette seconded the motion.

Council President Tom Hughes invited Mr. Tim O'Brien of Metro to testify about the impacts of this legislation, which will annex a portion of Unincorporated Washington County into the Metro jurisdiction. Because this area is far from the nearest cities of Hillsboro and Beaverton, planning for this area has been undertaken by the County; Councilor Rex Burkholder discussed the need for a continued conversation about the possibility of annexation of unincorporated areas.

Vote:	Council President Hughes and Councilors Hosticka, Craddick, Collette, Harrington, Roberts, and Burkholder voted in support of the motion. The vote was unanimous, the motion <u>passed</u> .
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5. RESOLUTIONS

- 5.1 **Resolution No. 12-4318**, For the Purpose of Confirming the Appointment of Members of the Nature in Neighborhoods Capital Grants Review Committee.

Motion:	Councilor Carl Hosticka moved to adopt Ordinance No. 12-1268.
Second:	Councilor Rex Burkholder seconded the motion.

Councilor Carl Hosticka invited Heather Kent of Metro to discuss the appointments to Nature in Neighborhoods Capital Grants Review Committee, noting the high caliber of applicants and the technical expertise held by Committee members.

Vote:

Council President Hughes and Councilors Hosticka, Craddick, Collette, Harrington, and Burkholder voted in support of the motion. The vote was unanimous, the motion passed.

6. CHIEF OPERATING OFFICER COMMUNICATIONS

COO Martha Bennett briefed Councilors on Metro's efforts to write new operation contracts for the Glendoveer facility, noting that the current contracts expire December 31, 2012. Mr. Paul Slyman of Metro is the sponsor of the project. Councilor Rex Burkholder noted the existence of several similar public golf courses in the region, and expressed interest in having Metro learn from these other existing public facilities.

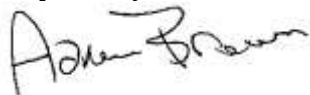
7. COUNCILOR COMMUNICATION

Councilor Kathryn Harrington briefed the Council on Aloha's recent centennial celebration, and noted that The Tualatin-Valley Highway Corridor Study has a policy group meeting taking place Friday, January 13; more information can be found at www.tvhighway.org. Councilor Hosticka noted that the Metro Policy Advisory Committee (MPAC) voted on Wednesday, January 11 to accept the findings of the Climate Smart Communities project; Councilor Carlotta Collette noted that JPACT voted to accept the findings of this project as well, and stated that the Portland to Lake Oswego streetcar project has been tabled because of the economic conditions of the two jurisdictions. Councilor Collette also announced that the Oregon Transportation and Research and Education Consortium (OTREC) recently received a Tier 1, \$3.5 million federal grant, designating the institution as a national research center of significance. Councilor Shirley Craddick discussed her recent meeting with the Centennial School Board, which she noted was very interested in Metro's work with the East Metro Connections Plan.

8. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 3:23 p.m. The Metro Council will reconvene the next regular council meeting on Thursday, Jan. 19 at 2 p.m. at the Cascade Crest Banquet Room at the Oregon Zoo, located at 4001 SW Canyon Road, Portland, OR, 97221.

Respectfully submitted,



Aaron Brown, Council Policy Assistant

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF JAN. 12, 2012

Item	Topic	Doc. Date	Document Description	Doc. Number
2	Testimony	01/12/12	Written Testimony from Mr. Arnie Hollander	011212c-01
2	Testimony	01/12/12	Written Testimony from Ms. Susan Meredith	011212c-02
2	Testimony	01/12/12	Written Testimony from Mr. Ms. Isla Perse,	011212c-03
3	Minutes	01/12/12	Jan. 5, 2012 Council minutes	011212c-04
5.1	Resolution	01/12/12	RESOLUTION NO. 12-4318	011212c-05