 **Metro | Agenda**

Meeting: Metro Council
Date: Thursday, April 2, 2015
Time: 2 p.m.
Place: Metro Regional Center, Council Chamber

REVISED 3/30/15

CALL TO ORDER AND ROLL CALL

1. **CITIZEN COMMUNICATION**
2. **NATURAL AREAS MAINTENANCE AUDIT FOLLOW-UP PRESENTATION** **Brian Evans, Metro**
3. **CONSENT AGENDA**
 - 3.1 **Resolution No. 15-4609**, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Revise the Scope of the US26 ATMS/ITS Project to Include the Scope of the Federal Tiger Grant Award
 - 3.2 **Resolution No. 15-4610**, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Add the Boring Road Bridge Overcrossing Project
 - 3.3 Consideration of Council Meeting Minutes for March 19, 2015
4. **RESOLUTIONS**
 - 4.1 **Resolution No. 15-4616**, For the Purpose of Adopting a Regional Position on Federal Transportation Policy **Andy Cotugno, Metro**
5. **CHIEF OPERATING OFFICER COMMUNICATION** **Martha Bennett, Metro**
6. **COUNCILOR COMMUNICATION**

ADJOURN

AN EXECUTIVE SESSION WILL BE HELD IMMEDIATELY FOLLOWING THE PUBLIC MEETING PURSUANT TO ORS 192.660(2)(h), TO CONSULT WITH LEGAL COUNSEL CONCERNING CURRENT LITIGATION OR LITIGATION LIKELY TO BE FILED.

Television schedule for April 2, 2015 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 Call or visit web site for program times.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 Call or visit web site for program times.</p>	<p>Washington County and West Linn Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 Call or visit web site for program times.</p>
<p>Oregon City and Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times. Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement and Legislative Coordinator to be included in the meeting record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement and Legislative 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.

Metro respects civil rights

Metro fully complies with Title VI of the Civil Rights Act of 1964 and related statutes that ban discrimination. If any person believes they have been discriminated against regarding the receipt of benefits or services because of race, color, national origin, sex, age or disability, they have the right to file a complaint with Metro. For information on Metro's civil rights program, or to obtain a discrimination complaint form, visit www.oregonmetro.gov/civilrights or call 503-797-1536. Metro provides services or accommodations upon request to persons with disabilities and people who need an interpreter at public meetings. If you need a sign language interpreter, communication aid or language assistance, call 503-797-1890 or TDD/TTY 503-797-1804 (8 a.m. to 5 p.m. weekdays) 5 business days before the meeting. All Metro meetings are wheelchair accessible. For up-to-date public transportation information, visit TriMet's website at www.trimet.org.

Thông báo về sự Metro không kỳ thị của

Metro tôn trọng dân quyền. Muốn biết thêm thông tin về chương trình dân quyền của Metro, hoặc muốn lấy đơn khiếu nại về sự kỳ thị, xin xem trong www.oregonmetro.gov/civilrights. Nếu quý vị cần thông dịch viên ra dấu bằng tay, trợ giúp về tiếp xúc hay ngôn ngữ, xin gọi số 503-797-1890 (từ 8 giờ sáng đến 5 giờ chiều vào những ngày thường) trước buổi họp 5 ngày làm việc.

Повідомлення Metro про заборону дискримінації

Metro з повагою ставиться до громадянських прав. Для отримання інформації про програму Metro із захисту громадянських прав або форми скарги про дискримінацію відвідайте сайт www.oregonmetro.gov/civilrights або Якщо вам потрібен перекладач на зборах, для задоволення вашого запити зателефонуйте за номером 503-797-1890 з 8.00 до 17.00 у робочі дні за п'ять робочих днів до зборів.

Metro 的不歧视公告

尊重民權。欲瞭解Metro民權計畫的詳情，或獲取歧視投訴表，請瀏覽網站 www.oregonmetro.gov/civilrights。如果您需要口譯方可參加公共會議，請在會議召開前5個營業日撥打503-797-1890（工作日上午8點至下午5點），以便我們滿足您的要求。

Ogeysiiska takooris la'aanta ee Metro

Metro waxay ixtiraamtaa xuquuqda madaniga. Si aad u heshid macluumaad ku saabsan barnaamijka xuquuqda madaniga ee Metro, ama aad u heshid warqadda ka cabashada takoorista, booqo www.oregonmetro.gov/civilrights. Haddii aad u baahan tahay turjubaan si aad uga qaybqaadatid kullamada dadweyne, wac 503-797-1890 (8 gallinka hore illaa 5 gallinka dambe maalmaha shaqada) shan maalmo shaqa ka hor kullanka si loo tixgaliyo codsashadaada.

Metro의 차별 금지 관련 통지서

Metro의 시민권 프로그램에 대한 정보 또는 차별 항의서 양식을 얻으려면, 또는 차별에 대한 불만을 신고 할 수 www.oregonmetro.gov/civilrights. 당신의 언어 지원이 필요한 경우, 회의에 앞서 5 영업일 (오후 5시 주중에 오전 8시) 503-797-1890를 호출합니다.

Metroの差別禁止通知

Metroでは公民権を尊重しています。Metroの公民権プログラムに関する情報について、または差別苦情フォームを入手するには、www.oregonmetro.gov/civilrights。までお電話ください公開会議で言語通訳を必要とされる方は、Metroがご要請に対応できるよう、公開会議の5営業日前までに503-797-1890（平日午前8時～午後5時）までお電話ください。

សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានក្បួនលំអររើសអើងសម្រាប់សេវាកម្មរបស់យើង www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការការបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1890 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ ថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

إشعار بعدم التمييز من Metro

تحتزم Metro الحقوق المدنية. للمزيد من المعلومات حول برنامج Metro للحقوق المدنية أو لإبداء شكوى ضد التمييز، يرجى زيارة الموقع الإلكتروني www.oregonmetro.gov/civilrights. إن كنت بحاجة إلى مساعدة في اللغة، يجب عليك الاتصال مقدماً برقم الهاتف 503-797-1890 (من الساعة 8 صباحاً حتى الساعة 5 مساءً، أيام الاثنين إلى الجمعة) قبل خمسة (5) أيام عمل من موعد الاجتماع.

Paunawa ng Metro sa kawalan ng diskriminasyon

Iginagalang ng Metro ang mga karapatang sibil. Para sa impormasyon tungkol sa programa ng Metro sa mga karapatang sibil, o upang makakuha ng porma ng reklamo sa diskriminasyon, bisitahin ang www.oregonmetro.gov/civilrights. Kung kailangan ninyo ng interpreter ng wika sa isang pampublikong pulong, tumawag sa 503-797-1890 (8 a.m. hanggang 5 p.m. Lunes hanggang Biyernes) lima araw ng trabaho bago ang pulong upang mapagbigyan ang inyong kahilingan. Notificación de no discriminación de Metro.

Notificación de no discriminación de Metro

Metro respeta los derechos civiles. Para obtener información sobre el programa de derechos civiles de Metro o para obtener un formulario de reclamo por discriminación, ingrese a www.oregonmetro.gov/civilrights. Si necesita asistencia con el idioma, llame al 503-797-1890 (de 8:00 a. m. a 5:00 p. m. los días de semana) 5 días laborales antes de la asamblea.

Уведомление о недопущении дискриминации от Metro

Metro уважает гражданские права. Узнать о программе Metro по соблюдению гражданских прав и получить форму жалобы о дискриминации можно на веб-сайте www.oregonmetro.gov/civilrights. Если вам нужен переводчик на общественном собрании, оставьте свой запрос, позвонив по номеру 503-797-1890 в рабочие дни с 8:00 до 17:00 и за пять рабочих дней до даты собрания.

Avizul Metro privind nediscriminarea

Metro respectă drepturile civile. Pentru informații cu privire la programul Metro pentru drepturi civile sau pentru a obține un formular de reclamație împotriva discriminării, vizitați www.oregonmetro.gov/civilrights. Dacă aveți nevoie de un interpret de limbă la o ședință publică, sunați la 503-797-1890 (între orele 8 și 5, în timpul zilelor lucrătoare) cu cinci zile lucrătoare înainte de ședință, pentru a putea să vă răspunde în mod favorabil la cerere.

Metro txoj kev ntxub ntxaug daim ntawv ceeb toom

Metro tributes cai. Rau cov lus qhia txog Metro txoj cai kev pab, los yog kom sau ib daim ntawv tsis txaus siab, mus saib www.oregonmetro.gov/civilrights. Yog hais tias koj xav tau lus kev pab, hu rau 503-797-1890 (8 teev sawv ntxov txog 5 teev tsaus ntuj weekdays) 5 hnub ua hauj lw m ua ntej ntawm lub rooj sib tham.



Agenda Item No. 2.0

NATURAL AREAS MAINTENANCE AUDIT FOLLOW-UP

Presentations

Metro Council Meeting
Thursday, April 2, 2015
Metro Regional Center, Council Chamber



Office of the Auditor

NATURAL AREAS MAINTENANCE AUDIT FOLLOW-UP

Angela Owens
Senior Management Auditor

March 25, 2015

BACKGROUND

In April 2012, the Auditor's Office released a report with recommendations to improve management of Metro's natural areas. At that time, there was not a consistent strategy for land management and the complexity of the system required more structure. More clarity was needed to strategically plan what maintenance would be done, who would do it, and how it would be funded. The audit recommended the Natural Areas Program (program) prioritize areas for maintenance and improve the organization of land management responsibilities. The Auditor's Office also made five recommendations in a letter to management (see Status of Recommendations on page 7).

After the audit was released voters approved a five-year operating levy for Metro's parks and natural areas. According to the voter's guide, about half of the funding was to improve habitat for fish, wildlife and water quality. The other half was for the region's residents to visit and learn about nature.

During the first 18 months of the operating levy expenditures were about \$9.4 million. Of that total, \$2.9 went to projects identified by the program as restoration and maintenance. The majority of these expenditures were for large-scale restoration projects. The figures in Exhibit 1 do not include personnel costs, which accounted for 23% of total expenditures in the first 18 months.

Exhibit 1: Operating levy expenditures for restoration and maintenance

(June 1, 2013 - December 31, 2014)

Project Type	FY 2013-14	FY 2014-15 (1st half)	TOTAL
Large-scale restoration	\$1,152,579	\$ 735,282	\$1,887,861
Natural areas maintenance	\$ 288,406	\$ 337,486	\$ 625,892
Small-scale restoration	\$ 296,727	\$ 125,575	\$ 422,302
Total restoration and maintenance	\$1,737,712	\$1,198,343	\$2,936,055

Source: Auditor's Office analysis of expenditures in accounting system

In addition to funding from the operating levy, expenditures for restoration and maintenance came from the general fund. At least \$2.5 million was spent during the same period by the two divisions in the Sustainability Center responsible for land management.

During the audit, Metro was in the process of developing a parks and natural areas system plan. The plan is intended to define the mission, values, and strategies of the system. Implementation of the plan is expected to begin in January 2016.

SUMMARY

Progress was made on recommendations from the 2012 audit **Metro's Natural Areas: Maintenance strategy needed** and the corresponding management letter. All of the audit's recommendations were in process. Four of the five recommendations in the management letter were implemented or in process.

The complexity of the Natural Areas Program has grown since the initial audit with more funding, increased staffing, and greater land management responsibilities. It will be important to fully implement the recommendations to protect the value of the region's land purchases.

BRIAN EVANS

Metro Auditor
600 NE Grand Avenue
Portland, OR 97232
tel: 503-797-1892
fax: 503-797-1831
www.oregonmetro.gov/auditor

SCOPE AND METHODOLOGY

The purpose of this follow-up was to determine if recommendations from the 2012 audit and management letter were implemented. To do this, we interviewed Metro employees and management and visited some of Metro's natural areas. We reviewed planning documents, contracts, policies and procedures, and information obtained from Metro's financial systems and the program's land management database. We identified a potential conflict of interest in the program during the audit. We addressed the issue in a separate communication with management.

This audit was included in the FY 2014-15 audit schedule. We conducted this follow-up in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

RESULTS

Since the previous audit, the program has created a foundation to prioritize areas for maintenance and better organize its land management responsibilities. Although maintenance and restoration projects were more clearly documented, many of the recommendations remain in process. As restoration and public access projects are completed they will need to be maintained. We found no maintenance plans had been finalized. This made it difficult to understand what resources would be required to maintain the land in the future. It also made it difficult to determine if maintenance strategies were effective.

Management systems created

The program developed systems to improve land management, including a handbook to prioritize work, new processes to increase accountability, and a database to track projects. These efforts helped create a foundation to address the issues identified in the management letter and the two overarching recommendations in the 2012 audit:

- Develop a system to prioritize areas for maintenance based on available funding.
- Improve the organization of land management responsibilities.

The program handbook addressed some of the audit's recommendations by documenting roles and responsibilities and high-level land management priorities. Priorities were based in part on federal, state, and regional guidance as well as specific assessments of each site. The handbook was developed to guide discussions about which projects move forward. According to management, these discussions took place during the annual budget process. Both the handbook and the budget process allowed the program considerable flexibility when deciding which projects would be funded each year.

Metro also implemented processes to manage some of the potential risks for fraud, waste, and abuse identified during the previous audit. These efforts addressed three of the five recommendations in the management letter. There was a process to monitor fueling data and

review it for trends and anomalies. A formal policy was developed for handling illegal marijuana grow operations and there was also a process in place to monitor expenditures for certain contractors.

In addition, the program updated its database to better organize and manage restoration and maintenance projects. Increased capacity in the database addressed four recommendations from the audit and management letter. Specifically, the database included information about some program costs, contract expenditures, and employee responsibilities. It also included links to agreements with other governments involved in managing the land.

Increased complexity requires stronger management practices

In 2012, there was a lack of clarity about what level of maintenance was required, which limited the program's ability to strategically plan for maintenance work. Since then, the complexity of Metro's land management responsibilities increased because more projects were funded and more employees were hired. As Metro continues to build its parks and natural areas system, it will be important to fully implement recommendations in the following areas:

- Developing site specific maintenance plans;
- Providing reliable estimates of future maintenance costs;
- Clarifying roles and responsibilities internally and with external partners; and
- Applying policies and procedures to reduce opportunities for fraud, waste, and abuse.

Maintenance plans incomplete

Although the program was successful at documenting high level priorities, it has been less successful at developing site specific plans. These plans are important because they establish the goals, strategies, and resources that will be needed to manage each site. According to the program handbook and management, the majority of Metro's sites are expected to have a restoration plan and a maintenance plan. Restoration plans set the long-term goals for the land. As of February 2015, the program completed plans for 24 of 102 sites. Management estimated the plans for restoration at Metro's sites would be completed in three to five years.

Maintenance plans were intended to be developed after restoration plans. At the time of our review, none of these plans were finalized. According to management, an assessment of maintenance needs was being conducted to inform individual maintenance plans. We reviewed draft plans for three sites. They included information related to some of our recommendations such as defining the maintenance standard for each site and ensuring all maintenance activities were included, regardless of which part of the organization or partner organization performed them. In the absence of these plans a less formal system was in place to manage and track maintenance.

As plans are developed, the program may need to balance potential tradeoffs between different planning efforts. For example, a separate maintenance plan for each site may not be needed if maintenance activities were consistently identified in restoration plans. Similarly, some of the information needed to understand maintenance requirements was already documented in employee work plans. Compiling that information could be a more efficient way to document maintenance needs in the short term. However, it may not provide a long-term vision for ongoing maintenance and associated costs.

For completed plans it will be important to develop a process to monitor performance measures and program goals. The plans we reviewed contained site level goals and performance measures, but some of them did not include detailed monitoring information. Also, there was not a systematic monitoring process in place. Because the program maintains flexibility in prioritizing its work, monitoring efforts will be important to ensure the program's maintenance activities are effective.

Future costs unknown

The program did not have estimates for what it would take to restore and maintain the natural areas. In 2012, the Auditor's Office noted that Metro's standard to restore and maintain all land may not be financially sustainable and that restoring the entire portfolio would require a large commitment of resources and time. The program used two methods to determine future costs, but there were challenges with both. Site specific plans were supposed to provide information about future costs but they were not completed for all sites, were limited in their timeframe, and did not always contain all cost information. The tool the program used to estimate land management costs was not updated to reflect employee costs, current goals, or work completed. Program employees also identified the potential to refine the tool by testing the assumptions built into its calculations against actual expenditures. However, no formal actions to do so had taken place.

Developing a reliable system for estimating costs will take resources and commitment. It is important for the program to be able to demonstrate at a high level what it will cost to protect the region's investment. Metro's land portfolio included about 17,000 acres. The operating levy provides a significant funding source for restoration and maintenance, but is only approved through FY 2017-18. Providing a range of possible restoration and maintenance costs may help the program and the public identify the most appropriate level of funding at that time.

Increased complexity calls for clear roles

The program handbook documented roles and responsibilities in the Sustainability Center. However, it did not include employees in other departments with land management responsibilities. It also did not include recent positions added to the program. Overlap remains for some responsibilities and employees are expected to operate with flexibility. Although this may be appropriate, it could create uncertainty and inequity among employees. For example, employees may believe they are conducting the work of others without equal pay or adequate resources to complete their own work.

Establishing clear roles and responsibilities between Metro and its partners was another challenge identified in the previous audit. The program made some improvements to manage agreements with other governments and was working on better managing agreements with other partners. A new template for certain types of government agreements outlined which land management responsibilities would be handled by Metro and which responsibilities would be handled by the other government. Management noted its intent to update existing agreements, but at the time of our review few had been updated. According to management, updates were slow because other governments have limited resources and competing priorities. Management stated the program has also moved toward documenting less formal partner agreements and it was in the process of collecting them during our review.

Stronger controls needed to reduce potential risks

Although Metro put processes in place to manage potential risks of fraud, waste, and abuse, two recommendations were not fully implemented. The program developed guidelines for handling rental properties that outline the process for establishing, adjusting, and documenting rent amounts. Some properties had rents increase while others did not. However, most of the property files we reviewed did not contain justification for rental adjustments. Although explanations were provided for the decisions, they were not documented in the property files. Lack of documentation supporting decisions to increase some rents but not others may make Metro vulnerable to allegations of favoritism.

We also found that Metro did not go through a process to mitigate the potential risks of renting to vendors or employees. While the guidelines stated that properties would not be rented to employees or vendors, those restrictions did not apply to existing tenants. When asked why existing tenants were excluded from the policy we were told that Metro does not want to displace anyone from their home. We were also told that Metro follows federal requirements to provide financial assistance for relocation. There may be options to mitigate the potential risk without relocating the tenants that Metro could consider.

Tracking employee time was the other area where Metro could have better managed risk. The details of employee work, such as the amount of time performing certain tasks at different sites, was not tracked. Tracking work activities contributes to the program's accountability, which is important to maintain in a growing program where employees spend a substantial amount of time in the field. The information could be used to show the value of work performed, update the tool used to estimate future costs, and capture potential inefficiencies by documenting time spent driving.

STATUS OF AUDITOR RECOMMENDATIONS

2012 Recommendations	Status
To protect and maintain the value of land purchases, Metro should take the following actions to strengthen its land management program:	
1. Develop a system to prioritize areas of maintenance based on available funding.	
a. Develop site specific plans for land to be maintained.	<i>IN PROCESS</i>
b. Define the maintenance standard for each site plan.	<i>IN PROCESS</i>
c. Ensure that plans include all maintenance activities regardless of who performs them.	<i>IN PROCESS</i>
d. Periodically review prioritization and plans.	<i>IN PROCESS</i>
2. Improve the organization of land management responsibilities.	
a. Clarify roles and responsibilities.	<i>IN PROCESS</i>
b. Develop systems to better track expenditures and estimate future costs.	<i>IN PROCESS</i>
c. Develop, collect, and monitor performance measures to improve maintenance strategies.	<i>IN PROCESS</i>
d. Improve management of partnership agreements: <ul style="list-style-type: none"> i. Develop a toolkit that includes how standards will be implemented. ii. Define what technical assistance will be provided. 	<i>IN PROCESS</i> <i>IN PROCESS</i>
In order to strengthen internal controls and reduce the risk of fraud, waste, and abuse, Metro should:	
1. Develop policies and procedures for rental and lease properties that include: <ul style="list-style-type: none"> a. Application process; b. Criteria and methodology to establish and adjust rent and lease amounts; c. Management of potential conflicts of interest when renting to employees or contractors; d. File management standards. 	<i>IN PROCESS</i>
2. Develop procedures to monitor actual contract expenditures by vendor to compare planned allocations to actual expenditures.	<i>IMPLEMENTED</i>
3. Create a system to track employee time and work activities.	<i>NOT IMPLEMENTED</i>
4. Enforce requirements to accurately enter fueling data and periodically review data for trends and anomalies.	<i>IMPLEMENTED</i>
5. Document procedures to handle illegal drug operations and ensure staff are aware of the procedures.	<i>IMPLEMENTED</i>



Management Response

Date: March 23, 2015

To: Brian Evans, Metro Auditor

From: Scott Robinson, Deputy Chief Operating Officer
Kathleen Brennan-Hunter, Interim Director, Sustainability Center
Paul Slyman, Director, Parks and Environmental Services

Cc: Martha Bennett, Chief Operating Officer

Subject: Metro response to Metro Auditor Natural Areas Maintenance Audit Follow-up

Metro's Natural Areas and Parks and Environmental Services programs are grateful for the thorough audit and management letter, and subsequent follow-up related to our efforts to restore and maintain Metro's growing portfolio of natural areas and related infrastructure. Natural areas stewardship is complex, involving the nesting of conservation strategies at multiple geographic scales and across long time periods; as well as the interaction of work groups with naturally overlapping and complementary roles.

Metro is especially pleased that the Auditor's team recognized our program-wide efforts to develop and implement a comprehensive and systematic approach to organizing our work during a period of rapid growth in the number of projects we have underway. We remain fully committed to developing world-class systems, structures and staff expertise to maximize the benefits the public receives from their investment in nature.

Since the 2012 audit we have made progress in taking a structured and transparent approach to planning, implementing, documenting and tracking our work; as well as developing supporting policies to address specific circumstances. Indeed, we have addressed or begun to address all of the audit recommendations, and all but one of the issues specifically raised in the related management letter.

One fundamental recommendation was to "develop a system to prioritize areas of maintenance based on available funding." Towards that end we have:

- Agreed on a comprehensive approach for identifying ecological priorities based on integrating federal, state, regional and local concerns. This is defined in our Natural Areas Science and Land Management Handbook.
- Applied that approach to prioritize restoration opportunities within Metro's portfolio. This peer-reviewed work includes priorities at both a Metro-wide and sub-regional scale.

- Developed a template for developing site conservation and maintenance plans that facilitates collaboration among work-groups.
- Completed 23 and initiated 28 additional site conservation plans (out of 110 sites total) including plans for most of our highest priority sites. These plans set the conservation vision and identify the most important projects on our sites. We are on track to complete plans for all sites within 3-5 years.
- Initiated a comprehensive inventory of maintenance-level issues on our portfolio as the basis for developing meaningful site maintenance plans. We expect to complete the inventory project during 2015.
- Until such time as conservation and maintenance plans are completed for all sites we continue to rely on our stewardship classification tool for providing meaningful program-wide estimates of long-term restoration and maintenance costs. Although not site-specific, this tool applies real world costs to each of our common habitat types for our most common tasks.

Improving the organization of land management responsibilities within Metro and between Metro and our partners was also identified as an area for improvement. Because our work naturally creates overlapping roles and responsibilities, we recognize that it is important to develop a culture of active collaboration, clarify where leadership rests, and formalize how input can be provided by team members. Recent improvements include:

- Developed a Natural Areas Science and Land Management Handbook that identifies roles and responsibilities among team members and identifies best practices for effective collaboration on planning and implementing projects.
- Completed project implementation plans identifying staff roles and responsibilities for all significant projects.
- Refined our intergovernmental agreement process and initiated a process to review all intergovernmental agreements with our partners. The first such review was completed in 2014.
- Reaffirmed our commitment to communicate early and often with stakeholders and colleagues across departments to ensure consistent internal and external communication.

In order to “strengthen internal controls and reduce the risk of fraud, waste and abuse,” the Auditor identified the need to clarify policies and improve financial tracking systems in place for managing real property and the expenditure of restoration and maintenance funds. We are well on our way to providing a comprehensive and transparent environment for this kind of work. Since 2012 we have:

- Developed the TerraMet database into which all contracted natural areas restoration and maintenance work is planned, budgeted and tracked at a site level. As a result we will be able to generate reports to answer a wide variety of questions organized by site, contractor, geography, work type or date.
- Developed clear procedures for handling illegal or inappropriate use of Metro lands such as drug operations or illegal camping.

- The property management team has added explanations of rental adjustments to the property files and is currently working on new adjustments for 2015.
- Property management has clarified procedures around leasing to Metro employees. Metro does not and has never intended to terminate current employees as tenants as long as the rental agreement is in good standing.
- Continued to utilize the annual work planning and performance appraisal process to organize the use of staff time.

Thanks again to you and your team for a thorough analysis of the steps we have taken to improve the management of Metro's natural areas. We appreciate the time, effort and attention you put into assessing this important program.

Agenda Item No. 3.1

Resolution No. 15-4609, For the Purpose of Amending the 2015-18 Metropolitan Transportation Improvement Program (MTIP) to Revise the Scope of the US26 ATMS/ITS Project to Include the Scope of the Federal Tiger Grant Award

Consent Agenda

Metro Council Meeting
Thursday, April 2, 2015
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REVISE THE SCOPE OF THE US26 ATMS/ITS PROJECT TO INCLUDE THE SCOPE OF THE FEDERAL TIGER GRANT AWARD)	RESOLUTION NO. 15-4609
)	Introduced by Chief Operating Officer Martha Bennett in concurrence with Council President Tom Hughes

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) the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the Oregon Department of Transportation (ODOT) has the authority to administer federal funding; and

WHEREAS, the ODOT and Washington County were jointly awarded \$10,125,000 million in Transportation Investment Generating Economic Recovery (TIGER) funding for preliminary engineering and construction to install active traffic management and communications infrastructure to eight corridors in the region; and

WHEREAS, federal rules exempts traffic management communications infrastructure from needing to conduct an air quality conformity analysis to comply with the Clean Air Act; and

WHEREAS, funding for the US26 ATMS/ITS project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution March 19, 2015; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to modify the scope of the US26 ATMS/ITS project to the 2015-18 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this **2nd** day of April 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 15-4609

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables amendment

Action: Amend MTIP scope and budget to include the federal TIGER grant award to the US26 ATMS/ITS 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
US26 ATMS/ITS	Design ITS system.	19100	ODOT	\$650,000	PE	S-STP M240	2015	\$583,245	\$66,755		\$650,000
					Subtotal						\$650,000

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Prog. Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
US26 ATMS/ITS	Deploy active traffic management on US 26, I-84, OR8, Cornelius Pass Road,	19100	ODOT	\$13,605,000*	PE	TIGER (100%)	2015	\$661,123	\$0	\$776,102	\$1,437,225

Exhibit A to Resolution No. 15-4609

	Murray Boulevard N and S, Scholls Ferry Road, and 185th to improve transportation operations across the region without adding new roadway capacity.										
					CONS	TIGER (100%)	2016	\$9,463,877	\$0	\$2,141,123	\$11,605,000
					Sub- Total			\$10,125,000	\$0	\$2,917,225	\$13,042,225

*Estimated Total Project Cost includes \$562,775 SPR funds for Planning

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO REVISE THE SCOPE OF THE US26 ATMS/ITS PROJECT TO INCLUDE THE SCOPE OF THE FEDERAL TIGER GRANT AWARD

Date: February 11, 2015

Prepared by: Grace Cho, 503-797-1776

BACKGROUND

In spring 2014 the Oregon Department of Transportation (ODOT) and Washington County jointly applied for a Transportation Investment Generating Economic Recovery (TIGER) grant to conduct preliminary engineering and construction of active traffic management systems (ATMS) along eight major corridors in the Portland metropolitan region. In late 2014, ODOT and Washington County were notified they were awarded \$10,125,000 million to implement the ATMS project.

The project will complete preliminary engineering and construction along eight corridors to help facilitate east-west travel throughout the region without needing to add new roadway capacity. The eight corridors slated for ATMS work include: US26, Interstate 84, OR 8, Cornelius Pass Road, Murray Road North, Murray Road South, Scholls Ferry Road, and 185th Avenue. Preliminary engineering is slated to take place in fiscal year 2015 with construction taking place throughout fiscal year 2016. The project will include installing different types of driver communications signage, such as travel time conditions billboards.

Federal air quality regulations as outlined in Title 40 Code of Federal Regulation 93.126, exempts this project from having to perform air quality conformity analysis. The project is included in the financially constrained 2014 Regional Transportation Plan.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will modify the scope and budget to the existing US26 ATMS/ITS project included in the 2015-18 MTIP to include the scope and budget of the TIGER grant award. The programming is shown in Exhibit A to Resolution No. 15-4609.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2015-18 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2015 (For the Purpose of Adopting the 2015-2018 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows project to be eligible for transportation funding.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 15-4609.

Agenda Item No. 3.2

Resolution No. 15-4610, For the Purpose of Amending the
2015-18 Metropolitan Transportation Improvement Program
(MTIP) to Add the Boring Road Bridge Overcrossing Project

Consent Agenda

Metro Council Meeting
Thursday, April 2, 2015
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2015-) RESOLUTION NO. 15-4610
18 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Chief Operating Officer
THE BORING ROAD BRIDGE OVERCROSSING) Martha Bennett in concurrence with Council
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, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2015-18 MTIP on July 31, 2014; and

WHEREAS, JPACT and the Metro Council must approve any subsequent amendments to add new projects or substantially modify existing projects in the MTIP; and

WHEREAS, the Oregon Department of Transportation (ODOT) administers federal funding to conduct maintenance, preservation, and operational improvement work on the National Highway System, other federal-aid highways, and other off-system bridges; and

WHEREAS, the ODOT identified the Boring Road Bridge Overcrossing in need of critical maintenance, rehabilitation, and repair due to a worn down bridge deck at the wheel ruts with moderate cracking and exposed reinforcement bars and partially failed expansion deck joint seals; and

WHEREAS, federal rules exempt bridge rehabilitation projects from needing to conduct an air quality conformity analysis to comply with the Clean Air Act; and

WHEREAS, funding for the Boring Road Bridge Overcrossing project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution March 19, 2015; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Boring Road Bridge Overcrossing project to the 2015-18 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this **2nd** day of April 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

Exhibit A to Resolution No. 15-4610

2015-18 Metropolitan Transportation Improvement Plan Chapter 5 Tables

Action: Amend MTIP to add the Boring Road Bridge Overcrossing project.

Existing programming:

None

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
Boring Road Bridge Overcrossing		TBD	ODOT	\$4,231,099	PE	S-STP	2012	\$350,000	\$40,059	\$86,941	\$477,000
					ROW	S-STP	2013	\$850,000	\$97,286	\$0	\$947,286
					Con	Other	2014			\$2,806,813	\$2,806,813
					Subtotal			\$1,200,000	\$137,345	\$86,941	\$1,424,286

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE 2015-18 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE BORING ROAD BRIDGE OVERCROSSING PROJECT

Date: February 11, 2015

Prepared by: Grace Cho, 503-797-1776

BACKGROUND

The Oregon Department of Transportation (ODOT) receives federal transportation funding from different highway programs to conduct work which will maintain, preserve, and enhance the transportation system. Under the eligibility rules of each highway program and through priorities set by the Oregon Transportation Commission, the different ODOT regions spend a portion of the federal funds for critical maintenance and repair of the existing system. ODOT Region 1 identified the rehabilitation of a partially failing bridge overcrossing on Boring Road in Clackamas County as a priority critical maintenance project to expend federal funding within the federal fiscal years 2015 through 2018.

The Boring Road Bridge Overcrossing project will complete preliminary engineering, right-of-way and construction to rehabilitate an existing bridge overcrossing on Boring Road at US26. The scope of work involves repairing and replacing deck seal joints, installing protective fencings, raising the structure two feet, replacing guardrails, and repaving.

Federal air quality regulations as outlined in Title 40 Code of Federal Regulation 93.126, exempts this project from having to perform air quality conformity analysis. Additionally, federal rules do not require maintenance and preservation projects to be included in the Regional Transportation Plan.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add the Boring Road Bridge Overcrossing project to the 2015-18 MTIP with programming as shown in Exhibit A to Resolution No. 15-4610.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2015-18 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 14-4532 on July 31, 2014 (For the Purpose of Adopting the 2015-18 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows project to be eligible for transportation funding.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 15-4610.

Agenda Item No. 3.3

**Consideration of Council Meeting Minutes for March 19,
2015**

Consent Agenda

Metro Council Meeting
Thursday, April 2, 2015
Metro Regional Center, Council Chamber

Agenda Item No. 4.1

Resolution No. 15-4616, For the Purpose of Adopting a
Regional Position on Federal Transportation Policy

Resolutions

Metro Council Meeting
Thursday, April 2, 2015
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADOPTING A) RESOLUTION NO. 15- 4616
REGIONAL POSITION ON FEDERAL)
TRANSPORTATION POLICY) Introduced by Councilor Dirksen, Chair of the
Joint Policy Advisory Committee on
Transportation

WHEREAS, Moving Ahead for Progress in the 21st Century (MAP-21) was adopted by Congress in 2012 for the period encompassing federal fiscal years 2013 and 2014; and

WHEREAS, the Highway and Transportation Funding Act of 2014 was adopted by Congress in August 2014 extending the MAP-21 programs through May 31, 2015; and

WHEREAS, further action by the Congress is needed prior to May 31, 2015 for either a short-term, stop-gap extension or a full long-term transportation authorization bill; and

WHEREAS, MAP-21 has a significant policy effect on transportation planning and decision-making and funding in the Portland metropolitan region; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved and the Metro Council adopted Resolution No. 13-4489 establishing a regional position on federal transportation policy; and

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) approved and the Metro Council adopted Resolution No. 14-4501 endorsing a federal transportation revenue proposal introduced by Transportation for America; and

WHEREAS, the Joint Policy Advisory Committee on Transportation recommended adoption of the resolution at its March 19, 2015 meeting; now therefore,

BE IT RESOLVED that the Metro Council

1. Supports adoption by Congress of a comprehensive long-term transportation program with increased federal investment in transportation in support of national and regional goals for economic prosperity, community livability, environmental sustainability and equity.
2. Lacking Congressional support for increased investment, support continuation of the status quo transportation program to the next Congress to determine the long term fate of transportation.
3. Endorses the position paper reflected in Exhibit A as a statement of regional policy.

ADOPTED by the Metro Council this 2nd day of April 2015.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

April, 2015

**Joint Policy
Advisory Committee
on Transportation
Membership:**

Craig Dirksen, Chair
Metro Council

Shirley Craddick
Councilor
Metro Council

Kathryn Harrington
Councilor
Metro Council

Diane McKeel
Commissioner
Multnomah County

Roy Rogers
Commissioner
Washington County

Paul Savas
Commissioner
Clackamas County

Steve Novick
Commissioner
City of Portland

Shane Bemis
Mayor, City of Gresham
Cities of Multnomah County

Denny Doyle
Mayor, City of Beaverton
Cities of Washington County

Tim Knapp
Mayor, City of Wilsonville
Cities of Clackamas County

Neil McFarlane
General Manager
TriMet

Rian Windsheimer
Region 1 Manager
Oregon Department
of Transportation

Bill Wyatt
Executive Director
Port of Portland

Nina DeConcini
Oregon DEQ

Jack Burkman
Councilor
City of Vancouver

Jeanne Stewart
Councilor
Clark County

Don Wagner
Regional Manager
Washington Department
of Transportation



PORTLAND METROPOLITAN REGION

**POSITION ON FEDERAL
TRANSPORTATION POLICY
AND FUNDING**

Investment in a multi-modal transportation system is important for the region, the state and the nation to reach their goals for economic growth and prosperity, community livability and environmental sustainability and to improve equitable access to opportunity for all members of the community. In addition, investment in the active transportation elements of the system also produces significant health benefits, providing savings to individuals and businesses on both transportation and health care. A well-funded federal transportation program plays an important role in taking care of aging infrastructure, increasing global competitiveness and addressing sustainability, health and resilience to earthquakes and extreme weather events.

.....
Federal investment in a multi-modal transportation system is essential. State and local governments have stepped up to increase their contribution towards transportation.

The federal government has not.
.....



2014 **ECONOMIC IMPACTS OF CONGESTION**
on the Portland-metro and Oregon economy



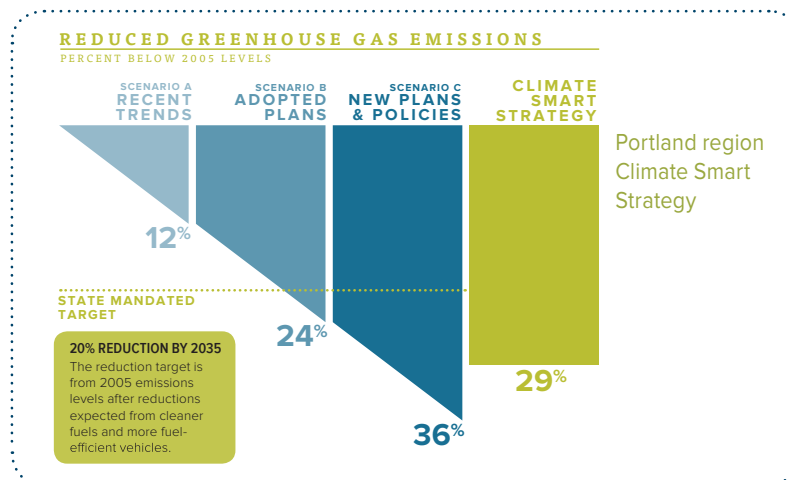
A recent report, "2014 Economic Impacts of Congestion," documents the dependence of the economy of Oregon and the Portland region on a transportation system that moves goods, provides access to labor and increases productivity. Because Oregon and the Portland region are heavily dependent upon trade, growing congestion poses a significant threat. Without adequate investment in all modes, the share of daily travel operating in congested conditions will rise from 5% to 15% by 2040 with the result that the average household will experience 69 hours of travel per year in congestion. Investing in improvements to reduce congestion

will provide \$1.1 billion in economic benefits and provide \$2.40 in return on investment for every \$1 of expenditure on improvements. The region's investment in the transit, bike and pedestrian systems has also proven to be an important asset for attracting talent and creative businesses.

At the same time, the region has adopted a Climate Smart Strategy to meet state targets for reducing greenhouse gases, serving as a model for the country. Improvement in fuel efficiency and increased use of electric vehicles will help meet the state targets. However, the region's integrated land use and transportation plans with the support of increased investment in transportation facilities and operations are essential to reach the desired 29 percent reduction in per capita greenhouse emissions. Key investments include building new sidewalks and bike connections, increasing transit service and using technology and other strategies to improve safety, reduce traffic delay and make the most of adopted land use plans and leverage investments we have already made in our transportation system.

Finally, failure to begin systematically strengthening the state's transportation infrastructure to withstand the impact of a Cascadia subduction zone earthquake would lead to catastrophic impact on the economy and a very long period of recovery.

Accomplishing these goals requires commitment at the federal, state and local levels. The state and local governments have stepped up substantially to increase their level of investment and are aggressively pursuing further increases. However, the federal government has not stepped up and the overall share of investment by the federal government is shrinking as a percent of the total.



With this in mind, presented here are the key policy messages from the Portland region to our Congressional delegation.

INCREASE FEDERAL INVESTMENT ON TRANSPORTATION

- Substantially increase the level of federal investment in all parts of the multi-modal surface transportation system, preferably with some form of highway user fees and with a renewed expression of commitment through increased revenues to the Highway Trust Fund. This is the foundation of the federal transportation program, providing the certainty and stability of formula funds for highways, roads, streets and transit to each state and metropolitan area.
- The region specifically supports the proposal by Congressman Blumenauer to increase and index the gas tax and the proposal by Congressman DeFazio to adopt a tax on each barrel of crude oil. Both approaches continue the longstanding federal practice of funding transportation through user fees in recognition of the fact that those who pay the fees also benefit. The region further supports Congressman Blumenauer's proposal to sunset the gas tax to encourage conversion to a mileage based fee and to expand the application of Road User Charge pilot projects to more states to increase the understanding and awareness of this approach.
- **With an increased commitment of funding resources**, adopt a 6-year authorization bill to provide certainty and stability to the planning, engineering and programming process.
- **If there is not an increased funding commitment**, maintain status quo funding levels (with a modest allowance for inflation) and limit the authorization bill to a two-year period to allow the next Congress to consider the future of transportation.

The federal government needs to increase its level of funding commitment to transportation and provide the certainty of a 6-year bill to allow for projects to be developed efficiently.

If the federal government is not prepared to increase funding, don't lock in a 6-year bill. Just extend the bill for the next Congress to consider.





If there is an increase in federal funding level, we care about how it is used:

- Make TIGER permanent
 - Increase funding for Major Transit Capital Investments
 - Allow wider use of tolls
 - Expand the focus on freight including Projects of National and Regional Significance
 - Provide certainty for Intercity Passenger Rail improvement
 - Restore the bridge repair and replacement program
 - Renew the Commuter Parity Act
-

REGIONAL PRIORITIES FOR INCREASED INVESTMENT

With an increase in funding and 6-year certainty, it is feasible to expand the scope of the federal transportation program and invest in matters that need increased attention.

MAP-21 Framework – MAP-21, adopted in 2012, restructured the federal highway and transit programs and provides an effective platform to build upon.

- Continue the TIGER program at the \$500-600 million per year level and incorporate it into the Highway Trust Fund as an on-going part of the transportation program. The TIGER program has provided an important competitive funding source for innovative highway, transit, bike and pedestrian projects and should be established on a reliable continuing basis.



- Consistent with the policy direction established through MAP-21, implement performance based planning and programming of funds to improve the transparency and accountability of decision-making. However, avoid a “one size fits all” approach and ensure performance metrics are comprehensive in nature covering not only measures of the condition and operation of the transportation facilities themselves but the community benefits that result such as safety, economic prosperity, affordability for the user, health, climate change and equity.
- Expand the federal ability to support transportation investment through better credit options including increased application of the TIFIA program.
- Consistent with MAP-21, continue the federal transportation investment in university research centers and programs.



The administration’s GROW America Act provides a framework to improve upon MAP-21. Key elements to consider are:

- Consistent with the GROW America Act introduced by USDOT, consider establishing additional categories of competitive grants. Competition reinforces local innovation leading to better transportation investments nationwide.
- In recognition of the increased competition and expansion into Core Capacity projects, increase the funding commitment for the Fixed Guideway Capital Investment Grant Program (New Starts and Small Starts programs).
- Relax limitations on the use of tolls for both raising revenue to fund maintenance and improvement of the transportation system and peak period demand management.
- Continue to expand the focus on freight by establishing funding for formula and competitive grant programs as well as funding for Projects of National and Regional Significance, but ensure freight is addressed in a multi-modal manner including urban and intercity trucking, rail, marine, air cargo and intermodal connections.
- Increase the level of investment in and the certainty of funds for passenger rail service through inclusion of the program in the Trust Fund.
- There is a proposal in the DOT bill to revise the criteria for US Coast Guard permitting of a new bridge over navigable waters to also take into consideration the needs of rail, aviation, transit and highway traffic. This may be important for any possible future replacement for the Interstate Bridge.



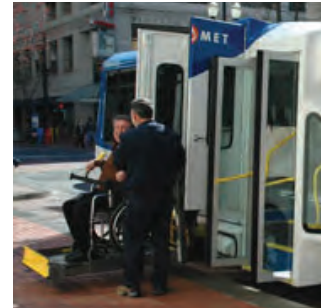
But further enhancements to the program should be considered.

- ▶ Restore the Highway Bridge Replacement and Rehabilitation Program which was eliminated through MAP-21 and ensure the program eligibility includes seismic retrofits.
- ▶ Clarify language for FTA sponsored joint development projects directing that they are intended to both provide for an economic return on the transit investment and produce more economically and socially successful communities as a result of the transit investment.
- ▶ Add an emphasis on improved access to employers and funding for “last mile” access.
- ▶ Increase the suballocation of funds to metropolitan planning organizations.
- ▶ Continue to pursue methods of streamlining federal requirements to speed up project delivery while maintaining the requirements for intergovernmental cooperation, community involvement, inclusion and equity and environmental impact.
- ▶ Renew the Commuter Parity Act providing comparable tax benefits to transit users as auto commuters.
- ▶ Expand the emphasis on safety including reduced serious injuries and deaths across all modes and on all parts of the transportation system. Establish separate safety targets for bike and pedestrian modes.



The region is working on projects that may need Congressional assistance periodically:

- The Southwest Corridor and Powell-Division transit corridors
 - Passenger rail improvements between Eugene, Portland and Vancouver, B.C.
 - Projects of National and Regional Significance
 - Joint development around transit that helps create strong transit supportive communities
 - Support of the Army Corps of Engineers to address the repair and reopening of the Willamette Locks
-



PROJECT ACTIVITIES – Certain projects are significantly impacted by the administrative practices of the federal agencies. Although Congress has eliminated the option of Congressional directive through earmarks, intervention to provide support from the delegation may be needed on certain projects.

- The Southwest Corridor and the Powell Division Corridors are progressing through the federal New Starts/Small Starts process with considerable FTA oversight.
- Passenger rail improvement between Eugene, Portland, Seattle and Vancouver BC is being pursued by Oregon, Washington and the Province of British Columbia. The scope of upgrade in Oregon is now under consideration in a Draft Environmental Impact Statement with considerable oversight by FRA.
- The region is targeting significant redevelopment around light rail and street cars stations which often involves significant FTA oversight. It is important to the region that investing in these sites be for the community goals of the area not just to capture the increased property value from the transit investment.
- There is currently a process underway with the US Army Corps of Engineers to consider alternative approaches for rehabilitation of the Locks at Willamette Falls and the reopening to public commercial and recreation service. This would enable the full length of the Willamette River to resume its historic function as an important route. Ensuring that the appropriation for the Army Corps of Engineers includes this effort is essential to successfully accomplishing the repair and reopening.



METRO COUNCIL

Tom Hughes
President

Shirley Craddick
Councilor District 1

Carlotta Collette
Councilor District 2

Craig Dirksen
Councilor District 3

Kathryn Harrington
Councilor District 4

Sam Chase
Councilor District 5

Bob Stacey
Councilor District 6

- ▶ FHWA has solicited from each state nominations for projects that might be eligible for a new “Projects of National and Regional Significance” funding category. Candidate projects submitted by jurisdictions in this region that FHWA might consider are as follows:

- I-5/Rose Quarter
- I-205 from the Abernathy Bridge to the Stafford interchange
- Phase 2 of the Sunrise Corridor from 122nd to 172nd
- Hwy 217 and I-5 from Beaverton-Hillsdale Highway to Lower Boones Ferry Road

As the authorization bill evolves through the Congress, it will be important to engage on the further definition of this new program to be sure it provides eligibility for projects such as these. While this source of funding will not be sufficient to complete these projects, it could provide a vital contribution.



STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 15-4616 FOR THE PURPOSE OF ADOPTING A REGIONAL POSITION ON FEDERAL TRANSPORTATION POLICY

Date: April 2, 2015

Prepared by: Andy Cotugno, xt. 1763

BACKGROUND

The Portland region, with strong support from the Oregon Congressional delegation, has actively advocated for federal transportation legislation with a policy emphasis in support of the region's land use and transportation plans. In 2012, the Congress confronted the issue of scaling the federal program down significantly (by about one-third) to a level that could be funded by the federal gas tax and instead adopted the "Moving Ahead for Progress in the 21st Century Act of 2012," (MAP-21) choosing to maintain a status quo funding level with a modest adjustment for inflation. Funding to address the shortfall from the gas tax has been provided through transfers from the General Fund. Policy reforms were also adopted in MAP-21 to consolidate numerous special purpose funding categories into a few broad programs with greater state and local flexibility. In addition, to improve accountability, MAP-21 included requirements for establishment and tracking of performance measures.

In 2014, the regional position adopted by the Joint Policy Advisory Committee on Transportation and the Metro Council emphasized increasing the level of transportation user fees to both displace the subsidy from the General Fund to the Highway Trust Fund and support an increase in the size of the transportation program. Specifically, Resolution No. 14-4501 endorsed the proposal recommended by the advocacy organization "Transportation for America" for a \$30 billion per year increase in federal transportation user fees. The options to raise the \$30 billion per year were identified for consideration by Congress:

- A 17-cent addition to the existing 18.3 cent federal gas tax; or
- Replacing the existing 18.3 cent federal gas tax with an 11% federal sales tax on gasoline; or
- Imposition of a \$4 fee on each barrel of oil; or
- Addition of a 5.5% federal sales tax on gasoline; or
- Indexing the gas tax to construction costs and raising one of the options above but at a lower rate.

In 2014, the Administration submitted its proposal for long term expansion and stability of the federal transportation program in the form of the "GROW America Act - Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America." This proposal would provide funding at a level 40% higher than the adopted 2015 level with a modest annual escalator for a 6-year period. This would accomplish the desired goal of increasing investment and providing long-term certainty and within a programmatic and policy structure that incorporates much of the region's desired policy direction.

The funding proposed to support the GROW America Act is through corporate tax reforms, specifically a 14% tax on corporate profits held outside the US and returned for reinvestment in the US economy. A portion of the GROW America Act involves moving the Federal Railroad Administration, the TIGER competitive grant program and the Transit Capital Investment Program (New Starts and Small Starts) from the General Fund to the Trust Fund and providing a continuing source of General Funds to the Trust Fund through corporate tax reform maintains this practice. However, fully funding the gas tax shortfall in

the Trust Fund through a general fund subsidy (i.e. corporate tax reforms) ignores the weakness and continued erosion of the gas tax due to improved fuel efficiency and inflation and is inconsistent with the region's advocacy to focus on a user fee based approach.

Ever since the Federal Interstate Highway Act of 1956, the federal transportation program has had bipartisan support with renewed commitment and refinement to policy direction every five to six years. In the past five years, there have been 19 short-term extensions adopted through continuing resolutions and 11 extensions with the longest being the 2-year extension of MAP-21. Clearly, this is a reflection of a divided Congress.

ANALYSIS/INFORMATION

1. **Known Opposition:** Increasing federal transportation funding is controversial and intertwined with the broader federal budget debate.
2. **Legal Antecedents:** Metro's designation as a metropolitan planning organization and its responsibilities for managing federal transportation funds are provided through this federal legislation.
3. **Anticipated Effects:** This resolution and federal policy position provides the mechanism for the region to communicate a consistent message to our Congressional delegation.
4. **Budget Impacts:** A portion of Metro's transportation planning budget is funded through the federal transportation program.

RECOMMENDED ACTION

Recommend adoption of Resolution No. 15- 4616

Materials following this page were distributed at the meeting.



METRO COUNCIL MEETING
Meeting Minutes
March 19, 2015
Metro Regional Center, Council Chamber

Councilors Present: Deputy Council President Bob Stacey, and Councilors Shirley Craddick, Sam Chase, Carlotta Collette, and Craig Dirksen

Councilors Excused: Council President Tom Hughes and Councilor Kathryn Harrington

Deputy Council President Bob Stacey called the regular council meeting to order at 2:02 p.m.

1. CITIZEN COMMUNICATIONS

R.A. Fontes, Lake Oswego: Mr. Fontes addressed the Metro Council on the Willamette Shoreline, requesting that the Council support a trail versus the street car plan. He stated that the trail would serve more people than a street car would, citing an alternatives analysis report which provided projections. He also discussed the lack of direct and safe routes for pedestrians and cyclists between Lake Oswego and the Sellwood Bridge, which would be addressed with a built trail.

2. CONSENT AGENDA

2.1 **Resolution No. 15-4611**, For the Purpose of Confirming the Reappointment of Adrian Esteban and Cora Potter and Appointment of Jared Franz and Lanny Gower as Citizen Representatives to the Transportation Policy Alternatives Committee

2.2 Consideration of Council Meeting Minutes for March 12, 2015

Motion:	Councilor Shirley Craddick moved to adopt the consent agenda items.
Second:	Councilor Carlotta Collette seconded the motion.

Vote:	Deputy Council President Stacey, and Councilors Dirksen, Craddick, Collette, and Chase voted in support of the motion. The vote was 5 ayes, the motion <u>passed</u> .
-------	--

3. ORDINANCES (SECOND READ)

3.1 **Ordinance No. 15-1353**, For the Purpose of Amending and Readopting Metro Code 7.03 (Investment Policy) for FY 2015-16

Motion:	Councilor Sam Chase moved to approve Ordinance No. 15-1353.
---------	---

Second:	Councilor Craig Dirksen seconded the motion.
---------	--

Deputy Council President Stacey introduced Metro staff, Calvin Smith, to provide a brief staff report. Mr. Smith provided a brief overview of the process regarding the code updates and re-adoption of the Investment Policy, public comments received during the process and how those comments and suggestions were incorporated into the amended Investment Policy.

Council discussion

Councilors discussed prohibited investments, social impacts in investments, the frequency in updating this policy to conform to the State’s Treasury Sample Investment Policy, and other improvements based on best practices.

Vote:	Deputy Council President Stacey, and Councilors Craddick, Dirksen, Collette, and Chase voted in support of the motion. The vote was 5 ayes, the motion <u>passed</u> .
-------	--

3.2 Ordinance No. 15-1352, For the Purpose of Adopting Solid Waste Charges and User Fees for FY 2015-16

Motion:	Councilor Sam Chase moved to approve Ordinance No. 15-1352.
Second:	Councilor Carlotta Collette seconded the motion.

Deputy Council President Stacey introduced Metro Assistant Finance Director, Brian Kennedy, to provide a brief staff report. Mr. Kennedy explained the solid waste charges and user fees for FY 2015-16, as well as changes in the process to develop the rates this year including using a consultant to review the rate model and make recommendations, using the new tool (based on these recommendations) to develop the FY 2015-16 rates, and per Metro Code, engaged an independent review of the new rate model and the rates. He stated that the review found that the rate model was well designed, the cost allocation methods were sound and fair and that the recommended rates adequately covered system costs. He also noted that the result of all of this means a decrease in Metro’s rate for waste at the landfill will be decreasing by \$2.21 per ton, beginning July 1st, which represents a savings to rate-payers of nearly \$1 million in the next year alone.

Deputy Council President Stacey opened up the ordinance for a public hearing. There were no comments or testimony.

Council discussion

There was none.

Vote:	Deputy Council President Stacey, and Councilors Craddick, Dirksen, Collette, and Chase voted in support of the motion. The vote was 5 ayes, the motion <u>passed</u> .
-------	--

4. RESOLUTIONS

4.1 Resolution No. 15-4615, For the Purpose of Amending the FY 2014-15 Budget and Appropriations Schedule and FY 2014-15 through FY 2018-19 Capital Improvement Plan to Provide for a Change in Operations

Motion:	Councilor Sam Chase moved to approve Resolution 15-4615.
Second:	Councilor Craig Dirksen seconded the motion.

Deputy Council President Stacey introduced Ms. Kathy Rutkowski to provide a brief staff report on the resolution. Ms. Rutkowski presented the March budget amendment, which includes nine items that were identified since November 2014, which needed some form of budget action and that range between operating and capital items as well as some staffing increases.

Council discussion

Councilors discussed some of the capital improvement costs relating to energy-efficiency.

Vote:	Deputy Council President Stacey, and Councilors Craddick, Collette, Dirksen, and Chase voted in support of the motion. The vote was 5 ayes, the motion <u>passed</u> .
-------	--

4.2 Resolution No. 15-4595, For the Purpose of Approving Amended Construction Excise Tax Administrative Rules Proposed by the Metro Chief Operating Officer for the Community Planning and Development Grant Program

Motion:	Councilor Carlotta Collette moved to approve Resolution 15-4595.
Second:	Councilor Shirley Craddick seconded the motion.

Deputy Council President Stacey introduced Metro staff, Gerry Uba and John Williams, to provide a brief staff report. Mr. Williams discussed the importance of the Community Planning and Development Grant Program, explaining that it is one of the only sources of planning and development grant funds for local communities across the region and is only eligible to local governments, cities and counties. He mentioned that since 2006, Metro has awarded over \$14 million in grants to just about every local jurisdiction in the region. Mr. Williams noted that there have been changes to the administrative rules before and that this resolution was to approve the most recent round of proposed revisions to the administrative rules, which were reviewed by many external stakeholders and recommended by Metro’s technical and policy advisory committees.

Council discussion

Councilors discussed some of the changes to the rules including a new social equity criteria, preapplication meeting, and changes to the screening committee. Councilors thanked Mr. Williams and Mr. Uba for their hard work on the project.

Vote:	Deputy Council President Stacey, and Councilors Craddick, Collette, Dirksen, and Chase voted in support of the motion. The vote was 5 ayes, the motion <u>passed</u> .
-------	--

5. CHIEF OPERATING OFFICER COMMUNICATION

Mr. Scott Robinson, Deputy COO, provided an update on the following events or items: Spring Break week events at EXPO and the Oregon Convention Center, including the Roadster Show and the NW Dance Show, as well as the Nature Ranger classes at the Oregon Zoo, free admission at all of the Metro nature parks (all open for the week), US Track and Field Championships coming to the Oregon Convention Center later this year, and the Nature In Neighborhoods next cycle starting with pre-applications due on Tuesday, April 21, 2015 by 4pm.

6. COUNCILOR COMMUNICATION

Councilors provided updates on the following events or items: Blue Heron Design Committee update on choosing the final three design teams (final decision to be made in June), JPACT meeting, Bi-State Coordinating Committee meeting, Nature In Neighborhoods Bond Oversight Committee meeting, upcoming Metro 101 forums and remembrance of Gretchen Kafoury.

7. ADJOURN

There being no further business, Deputy Council President Stacey adjourned the regular meeting at 3:31 p.m. The Metro Council will convene the next regular council meeting on Thursday, April 2, 2015 at 2 p.m. at the Metro Regional Center, Council Chamber.

Respectfully submitted,



Alexandra Eldridge, Regional Engagement & Legislative Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAR. 19, 2015

Item	Topic	Doc. Date	Document Description	Doc. Number
1.0	Testimony	03/19/2015	Testimony handout from R.A. Fontes	031915c-01
2.2	Minutes	03/12/2015	Council Meeting minutes from March 12, 2015	031915c-02