



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, May 30, 2017

2:00 PM

Metro Regional Center, Council Chamber

AGENDA REVISED 05/26/17

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 Third Quarter Financial Report (Unaudited) [17-4803](#)

Presenter(s): Tim Collier, Metro

Attachments: [Work Session Worksheet](#)
[Quarterly Financial Report](#)

2:30 Transfer Station Rate Transparency [17-4792](#)

Presenter(s): Tim Collier, Metro
Tom Chaimov, Metro

Attachments: [Work Session Worksheet](#)
[Local Governments Letter](#)
[Hillsboro to Hughes and Harrington](#)
[Washington County to Hughes](#)
[Hillsboro Rate Transparency Letter](#)

3:00 Building the 2018 RTP Investment Strategy [17-4804](#)

Presenter(s): Elissa Gertler, Metro
Kim Ellis, Metro

Attachments: [Work Session Worksheet](#)
[RTP Policy Framework](#)
[RTP System Definition and Network Maps](#)
[Draft System Performance and Transportation Equity Analysis Measure](#)
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[Summary of Coordination, Evaluation and Refinement Activities](#)
[Schedule and Timeline for Building 2018 RTP Investment Strategy](#)
[RTP Timeline](#)

3:45 Councilor Liaison Updates and Council Communication

4:00 Adjourn

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Повідомлення Metro про заборону дискримінації

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សេចក្តីជូនដំណឹងអំពីការមិនរើសអើងរបស់ Metro

ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលបានកាតបណ្តឹងរើសអើងសូមចូលទស្សនាការបោះពុម្ព www.oregonmetro.gov/civilrights។ បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក។

إشعار بعدم التمييز من Metro

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3:45 Legislative Update

[17-4813](#)

Presenter(s): Andy Shaw, Metro

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THIRD QUARTER FINANCIAL REPORT (UNAUDITED)

Metro Council Work Session
Tuesday, May 30, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 30, 2017

LENGTH: 15 Minutes

PRESENTATION TITLE: Third Quarter Financial Report (unaudited)

DEPARTMENT: Finance & Regulatory Services

PRESENTER(S): TIM COLLIER, DIRECTOR, FINANCE AND REGULATORY SERVICES (x1913)
FOR MORE INFORMATION, ALSO CONTACT MATT SNODGRASS (x1687)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To inform the Council about the state of Metro finances through the third quarter of the fiscal year.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

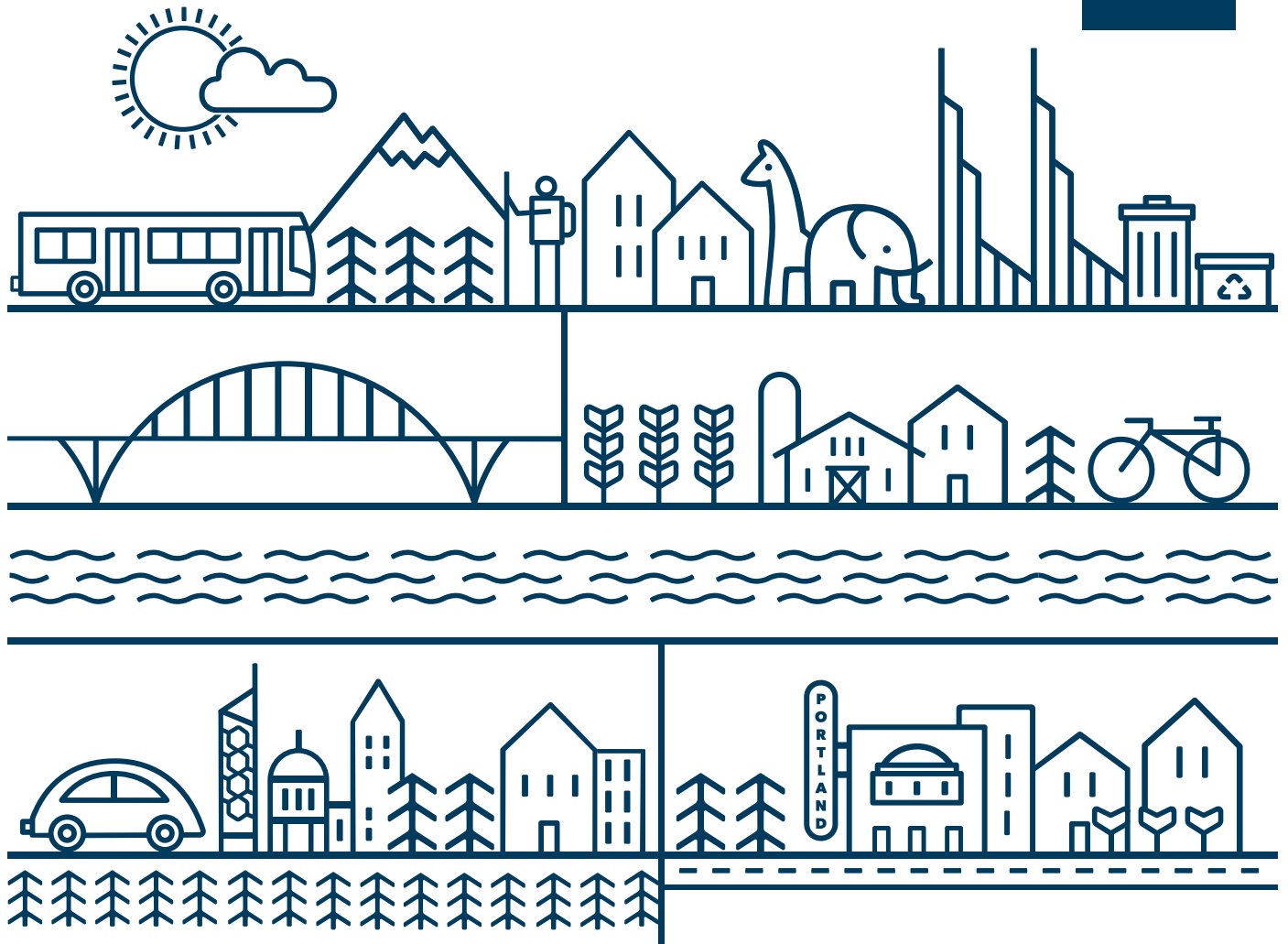
Revenues are presently on track for the year and look set to come in at, or to slightly exceed, budget projections for the fiscal year.

Expenditures are projected to come in about 10 percent under budget in the operating departments and nearly 12 percent in support services.

This report fulfills a requirement of Metro's financial policies for monitoring and regular reporting to the Council of the budget's performance.

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No
- What other materials are you presenting today? None



Quarterly financial report

FY 2016-17 | January through March



If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

Stay in touch with news, stories and things to do.
oregonmetro.gov/parksandnaturenews

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Metro Council President

Tom Hughes

Metro Councilors

Shirley Craddick, District 1

Carlotta Collette, District 2

Craig Dirksen, District 3

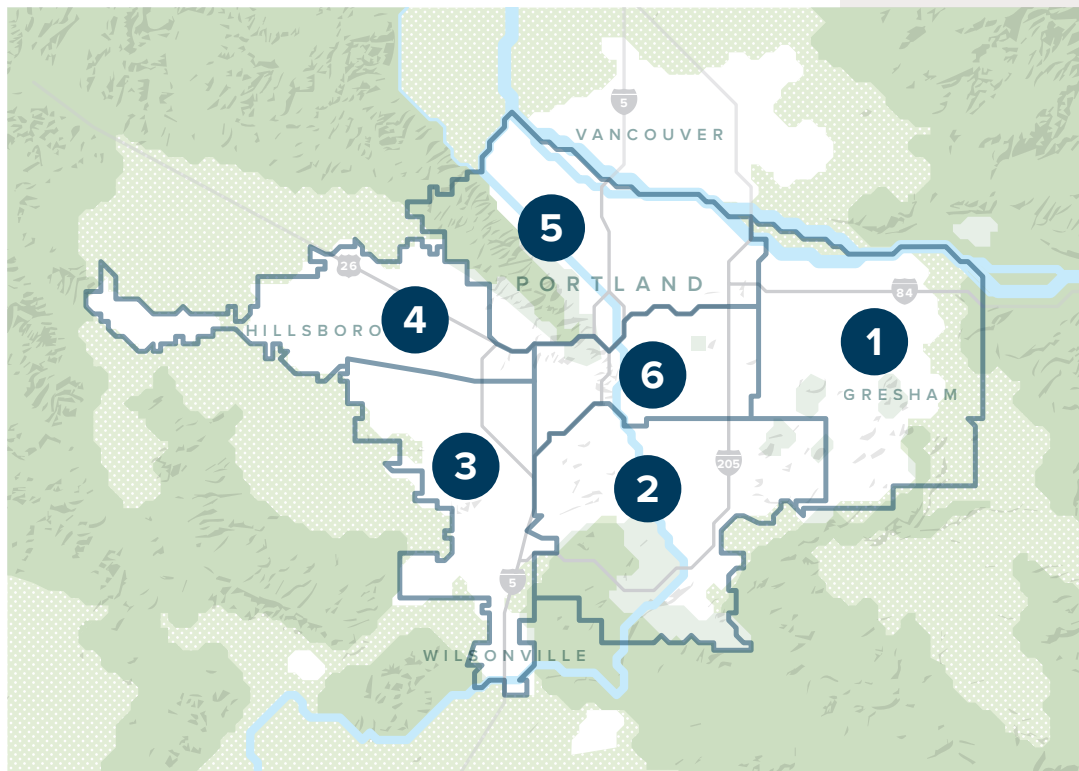
Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans



FY 2016-17 Quarterly Report Third Quarter

Executive Summary	2
Metro Operating Revenues	
Overall Revenues	5
Program Revenues	5
General Revenues	5
Metro Expenditures	
Operating Expenditures	6
Support Services Expenditures	6
Metro Departments	
MERC	7
Oregon Zoo	10
Parks and Natural Areas	12
Planning and Development	14
Property and Environmental Services	16
Research Center	18
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May 30, 2017

Dear President Hughes and members of the Metro Council:

On behalf of the Finance Team I am today delivering Metro's Third Quarter Financial Report for FY 2016-17. We utilize third quarter report in two important ways. One, it determines if we have any potential issues that would require Council action prior to year end to maintain legal expenditure authority. Second, it lets us know if there needs to be any adjustments (either positive or negative) to the projected ending fund balance, which not only impacts the current year, but could impact the proposed FY 2017-18 budget.

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Projected % of Budget	3-Yr Average
All Revenue						
Program Revenues	\$189,328,332	\$133,763,915	70.7%	192,437,262	101.6%	107.9%
General Revenues	81,527,409	74,079,449	90.9%	82,744,920	101.5%	103.7%
Other Financing Sources	68,000,000	8,601,454	12.6%	8,601,454	12.6%	30.2%
All Revenue	\$338,855,741	\$216,444,818	63.9%	\$283,783,636	83.7%	108.3%
Expenditures						
Personal Services	\$98,473,394	\$70,087,881	71.2%	94,801,963	96.3%	94.4%
Materials and Services	132,914,930	81,998,393	61.7%	125,136,875	94.1%	84.8%
Total Operating Expenditures	231,388,324	152,086,274	65.7%	219,938,838	95.1%	88.7%
Total Capital Outlay	52,791,181	21,548,876	40.8%	35,692,204	67.6%	56.0%
Total Renewal and Replacement	5,597,269	1,044,261	18.7%	3,502,890	62.6%	47.5%
Total Expenditures	289,776,774	174,679,411	60.3%	259,133,932	89.4%	80.7%

Overall revenues coming in above projections

Revenues are projected to come in on budget at the aggregate level. Transient lodging tax and construction excise tax are showing continued growth. Property tax collections are on target and are projected to end the year on budget. Region wide solid waste tonnage continues to exceed projections, however it is slightly down from projections at our transfer facilities.

At the Oregon Zoo, revenues are projected to end the year below budget, mostly due to lower attendance than originally projected.

Glendoveer revenues are coming in significantly lower than projected, due to an extremely wet winter. Generally most other areas are tracking on budget. We will continue to monitor to see if any last minute adjustments need to be completed prior to the end of the year.

Expenditures continue to track closely to budget

Continuing the recent trend, operating expenditures are on track to close at budgeted levels.

Construction Excise Tax continue on their record pace

Construction excise tax collections continue to be strong. Projected collections through the end of the year are on pace to be higher than the prior year, an all time record.

The full report is included in the appendix.

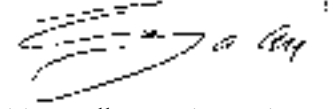
Third quarter prognosis: positive

Generally the news continues to be positive. Property taxes are on track to meet budget and TLT are projected to end above the original budget. Venues revenues, continue to be above budgeted numbers. We will continue to monitor expenditures, any appropriations issues will be brought to you in the June consolidated budget amendment.

How does this impact the FY 2016-17 budget?

Our projections for how we will end the FY 2016-17 fiscal year are in line with what we anticipated in developing the FY 2017-18 budget. Please remember though that these year-end numbers are only estimates, but continue to support the recent positive trends and it looks to be a positive start for the FY 2017-18 budget year.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Collier', with a stylized flourish at the end.

Tim Collier, CPA, MBA

Director of Finance and Regulatory Services



METRO OPERATING REVENUES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
All Revenue						
Program Revenues	\$189,328,332	\$133,763,915	70.7%	\$192,437,262	101.6%	107.9%
General Revenues	81,527,409	74,079,449	90.9%	82,744,920	101.5%	103.7%
Special Items	0	0	0%	0	0.0%	0.0%
Extraordinary Items	0	0	0%	0	0.0%	0.0%
Other Financing Sources	68,000,000	8,599,225	12.6%	8,601,454	12.6%	30.2%
All Revenue	\$338,855,741	\$216,442,589	63.9%	\$283,783,636	83.7%	108.3%

Year-to-date (YTD) program and general revenues for the agency came to \$207 million (77 percent) of the annual budget, through the third quarter of fiscal year (FY) 2016-17 and are projected to exceed budget by nearly 2 percent.

PROGRAM REVENUE BREAKDOWN

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenue						
Charges for Services Revenue	\$146,991,923	\$109,334,890	74.4%	\$148,480,678	101.0%	106.3%
Internal Charges for Svcs-Rev	203,088	203,088	100.0%	214,088	105.4%	99.4%
Licenses and Permits	475,000	421,564	88.8%	568,268	119.6%	111.5%
Miscellaneous Revenue	1,642,906	1,622,636	98.8%	2,132,864	129.8%	123.2%
Grants	10,701,806	8,100,426	75.7%	13,717,102	128.2%	93.8%
Intergovernmental Revenue	19,532,729	11,942,106	61.1%	19,010,083	97.3%	133.6%
Contributions from Governments	8,410,017	1,209,210	14.4%	5,160,316	61.4%	110.3%
Contributions - Private Source	728,987	396,974	54.5%	1,720,362	236.0%	89.7%
Capital Grants	641,876	533,020	83.0%	1,433,501	223.3%	200.9%
Program Revenues	\$189,328,332	\$133,763,915	70.7%	\$192,437,262	101.6%	107.9%

Contractors' Business License revenues through the third quarter came to 89 percent of budget. Parks, zoo, and especially Planning, grant revenues are contributing to the overall grants revenue projection. See those sections for additional details.

GENERAL REVENUES BREAKDOWN

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
General Revenue						
Real Property Taxes	\$59,060,934	\$57,247,720	96.9%	\$59,060,934	100.0%	101.9%
Excise Taxes	18,275,740	13,047,990	71.4%	18,711,455	102.4%	102.9%
Construction Excise Tax	2,549,000	2,662,260	104.4%	3,676,775	144.2%	131.7%
Other Derived Tax Revenues	50,000	32,632	65.3%	45,132	90.3%	126.5%
Interest Earnings	1,591,735	1,088,847	68.4%	1,250,624	78.6%	163.8%
General Revenue	\$81,527,409	\$74,079,449	90.9%	\$82,744,920	101.5%	103.7%

Property Tax – are at 97 percent for the third quarter (the majority of property taxes come in during the second quarter of the fiscal year).

Construction Excise Tax at 79 percent through the third quarter.

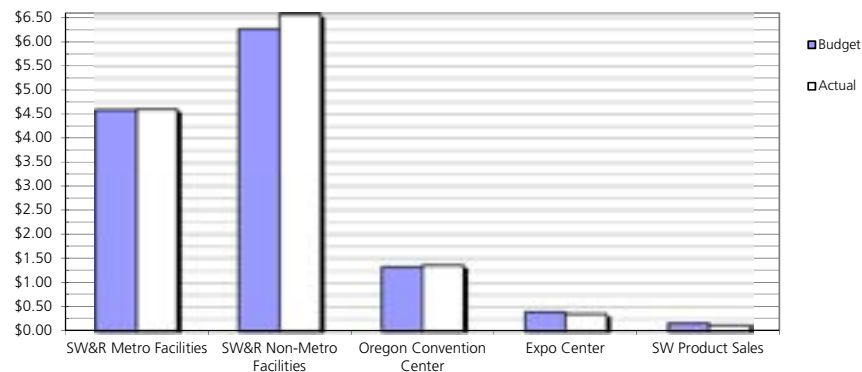
Interest – Total interest earnings through the third quarter is 68 percent of budget.

Year to date Transient Lodging Tax (TLT) receipts are \$165,000 (1 percent) below the prior year, however 20 percent above the three-year historical average. OCC doesn't have large events booked in the current year like the World Indoor Track and Field event last year which may be the single most significant contributing factor to the TLT performance this year compared to last. However, we are scheduled to receive five more TLT payments from Multnomah County this fiscal year. We may be experiencing some cooling in the hotel market and TLT revenue growth. While hotel market demand has grown significantly in the last three years, supply has not increased since 2009. Looking to the near future, there are several downtown hotel projects slated to open in the next 36 months, which should greatly increase the market's capacity and opportunity for booking national conventions. On the other hand with more hotel rooms coming on line, increasing capacity, we may still see an increase this year over last. This summer will be an excellent indicator of things to come in the next two years until the OCC Headquarters Hotel opens. Our forecast stands that another significant deposit will go into our TLT pooled capital account providing much needed funding for OCC and Expo capital projects.

**FY 2016-17
program
revenues
projected to be
above budget**

According to the Visitor Development Fund (VDF) Intergovernmental Agreement (IGA), Portland's is allocated a maximum increase over the prior year's allocation, of the Portland-Salem, second-half Calendar Year, Consumer Price Index (CPI), two years prior. For FY 2016-17 this is a 1.12 percent increase over its FY 2015-16 allocation. OCC is allocated the greater of the two years prior CPI or 7 percent over the prior year OCC allocation. All TLT receipts over these maximums are deposited into the MERC Fund TLT Pooled Capital account to be allocated to capital projects in future years. \$5.2 million was allocated to the MERC Fund TLT Pooled Capital in FY 2015, and \$6.7 million in FY 2015-16, bringing its fund balance to \$12.9 million. Finance is forecasting an additional \$6 million will be distributed to the MERC Fund TLT Pooled Capital account at the end of FY 2016-17.

EXCISE TAX



As of July 1st 2016, general fund revenues are no longer subject to excise tax. Solid waste excise tax is currently projected to be above budget by 3 percent. Non-tonnage excise tax is projected to come in 2 percent below budget. This deficit is due in large part to the cancellation of events at the Expo Center. At this time, no additional event cancellations are expected at MERC venues.

Excise Tax from solid waste product sales are projected to come in 25 percent below budget. This comes as Metro Paint has cut back on marketing initiatives and sales have decreased. Despite the anticipated shortfall in excise tax collections from Metro Paint and the Expo Center, total excise tax revenues are expected to be 2 percent above budget. For more information, see the Property and Environmental Services revenues narrative (in the Departments section), or refer to the Excise Tax Appendix.

METRO OPERATING EXPENDITURES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$79,678,010	\$56,703,991	71.2%	\$76,794,297	96.4%	95.0%
Materials and Services	120,513,497	76,137,429	63.2%	115,153,971	95.6%	86.0%
Total Operating Expenditures	200,191,507	132,841,419	66.4%	191,948,268	95.9%	89.3%
Total Debt Service	0	0	0%	0	0.0%	0.0%
Total Capital Outlay	47,185,054	20,477,640	41.1%	32,089,296	67.7%	56.6%
Total Renewal and Replacement	4,896,127	915,718	18.7%	3,146,740	64.3%	50.0%
Total Expenditures	\$257,168,815	\$155,150,495	60.3%	\$230,331,045	89.6%	80.9%

METRO SUPPORT SERVICES EXPENDITURES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	18,795,384	13,383,890	71.2%	18,007,666	95.8%	91.8%
Materials and Services	8,679,433	3,833,919	44.2%	6,656,871	76.7%	88.2%
Total Operating Expenditures	27,474,817	17,217,809	62.7%	24,664,537	89.8%	90.6%
Total Debt Service	0	0	0%	0	0%	0%
Total Capital Outlay	610,000	96,928	15.9%	356,167	58.4%	60.3%
Total Renewal and Replacement	701,142	128,543	18.3%	356,149	50.8%	62.7%
Total Expenditures	\$28,785,959	\$17,443,280	60.6%	\$25,376,853	88.2%	89.7%

DEPARTMENTS

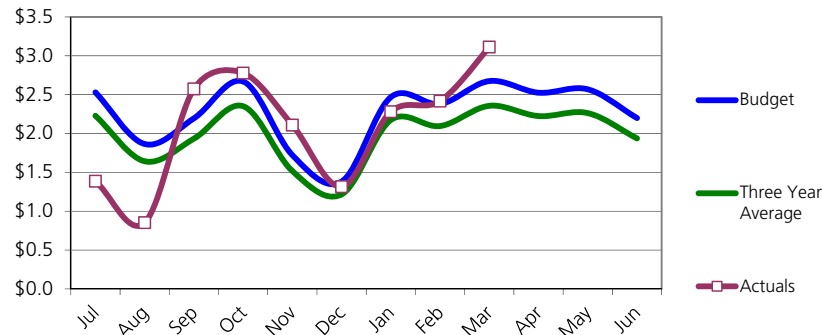
METROPOLITAN EXPOSITION RECREATION CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$63,130,933	\$47,314,794	74.9%	\$67,545,475	107.0%	121.4%
General Revenues	171,000	254,135	148.6%	474,051	277.2%	360.6%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Total Revenue	\$63,301,933	\$47,568,929	75.1%	\$68,019,526	107.5%	121.7%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$20,310,932	\$14,796,616	72.9%	\$19,781,290	97.4%	94.8%
Materials and Services	31,867,886	23,964,069	75.2%	32,042,981	100.5%	106.2%
Total Operating Expenditures	52,178,818	38,760,685	74.3%	51,824,270	99.3%	101.7%
Total New Capital	14,418,744	2,230,651	15.5%	6,529,520	45.3%	54.5%
Total Expenditures	\$66,597,562	\$40,991,336	61.6%	\$58,353,790	87.6%	95.1%

Oregon Convention Center- Program Revenues by Month

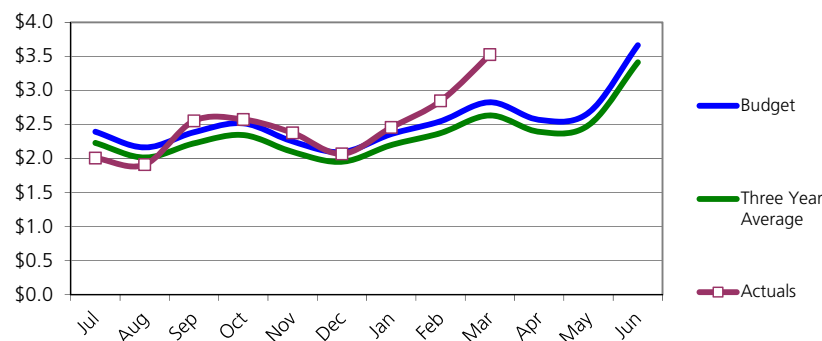
shown in millions



OCC,
Portland'5 and
Expo revenue
above budget

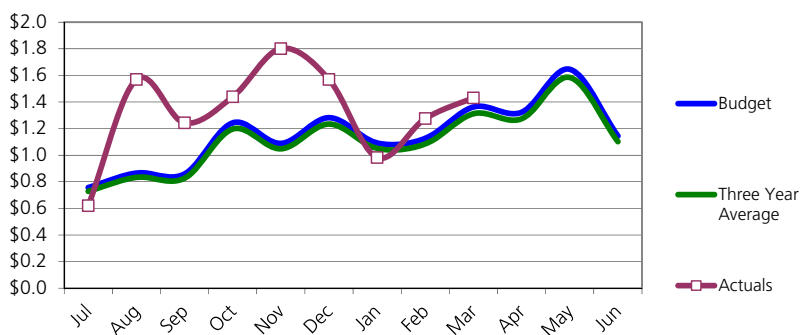
Oregon Convention Center- Expenditures by Month

shown in millions



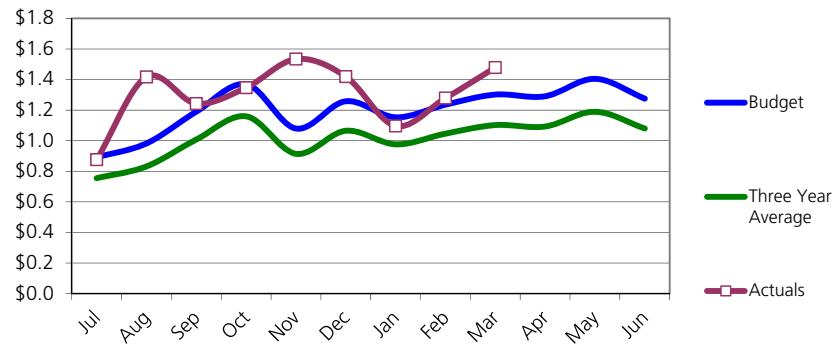
Portland'5 Centers for the Arts- Program Revenues by Month

shown in millions



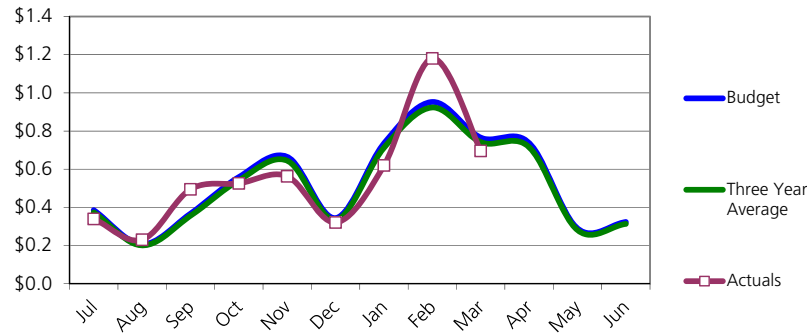
Portland's Centers for the Arts- Expenditures by Month

shown in millions



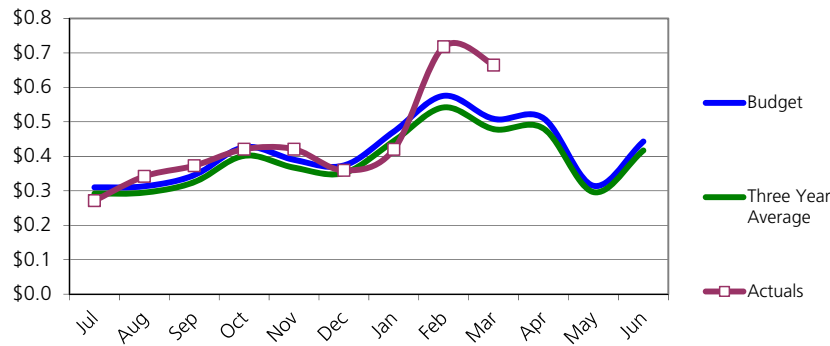
Portland Expo Center- Program Revenues by Month

shown in millions



Portland Expo Center- Expenditures by Month

shown in millions



MERC Overview

Several economic and industry dynamics will interact throughout FY 2016-17 resulting in a fiscal year perhaps not as robust as the last two fiscal years. Firstly, FY 2014-15 and FY 2015-16 were both record-breaking high grossing years for the venues. Each of the venues' event schedule forecast for FY 2016-17 and beyond is unique. Portland's hosted a record number of Broadway performances (12.5 weeks) in FY 2015-16 however has even more (13.5 weeks) currently booked for FY 2016-17. OCC experienced a slower first half of the year, with revenues at 30 percent below the prior year, however it quickly regained footing and is now only 10 percent behind its record setting year in FY 2015-16. Expo's event revenue is trending at pace and slightly better than the prior year and recently announced plans to host Cirque du Soleil in early FY 2017-18. Finally, it is unknown how long the strong consumer confidence and spending which fueled our growth over the past two years can sustain itself. We hope the consumer spending trends we have seen recently will continue throughout the year and at each Broadway show and convention, however we may experience fluctuations in consumer spending influenced by national political and economic events throughout the year. The venues may have yet another great year or we may experience some cooling when compared to our most recent years.

MERC

Total MERC YTD event revenues (charges for services and food and beverage), closed 6 percent below prior year, however 12 percent above the three-year historical YTD average. Year to date rent and charges for services closed 4 percent (\$780,000) below the prior year however, food and beverage closed 9 percent (-\$1,300,000) below the prior year. Food and beverage operations performance in FY 2015-16 was exceptional. Food and beverage operations performance is back to average in FY 2016-17 after record performance in 2015-16. Food and beverage margins for the current year are 21 percent, 4 percent above average excluding FY 2015-16. Total venue expenses closed in parity with the prior year, 13 percent above the three-year historical average, and 4 percent below YTD budget projections. Total year to date events and attendance performed 5 percent and 8 percent above the three-year historical average respectively.

OCC

Year to date convention center event related revenues (charges for services and food and beverage) closed 12 percent below FY 2015-16, however 6 percent above the three-year historical average. Total YTD revenues are 9 percent below the prior year and 8 percent above budget expectations. Year to date food and beverage margins are 18 percent, 7 percent below the prior year due to exceptional performance in FY 2015-16, a large Intel event cancelation in August, and below average bookings in July. OCC event revenue in both July and August performed well below average, however the OCC team set new gross revenue records in September, October, November, and February. OCC events are forecasted to perform at or above average the remainder of the year. OCC is expected to receive its maximum year over year TLT earnings increase of 7 percent. Please see the TLT section of this report.

Portland'5

Year to date Portland'5 Centers for the Arts event related revenue performed 4 percent above FY 2015-16 and 28 percent above the three-year historical average. Total year to date revenues closed 3 percent above the prior year and 14 percent above budget projections. Year to date, Portland'5 has hosted 15 more events and 42,000 more attendees than the prior year, most of which have been in the Commercial non-Broadway event category. A few operational dynamics have facilitated this growth. A year ago, Portland Opera changed the format of their season, moving three of their five yearly productions into the Newmark for summer performances. This change by the Opera, along with changes to Oregon Ballet Theater and Oregon Children's theater's seasonal calendars has freed up a significant number of dates in Keller Auditorium. Since Arlene Schnitzer Hall is typically very busy with Oregon Symphony rehearsals and concerts along with other events, the Booking and Sales team has made an extra effort to book commercial clients in the Keller Auditorium with more high-margin events like concerts, comedy shows, and speaking tours. These types of events produce higher margins in both ticket sales and food and beverage. YTD food and beverage margins are 30 percent, 2 percent above the prior year.

Expo

Expo YTD event related revenue closed in parity with FY 2015-16 however 3 percent above the three-year historical YTD average. Total YTD revenues are 1 percent above the prior year and 1 percent above budget expectations. Expo has hosted 9 (-10 percent) fewer events and 17,000 (-5 percent) fewer attendees compared to the prior year. Expo food and beverage margins are 18 percent, 1 percent below the prior year to date.

**Portland'5
revenues 28
percent above
3-year average**

Expenses

Venue expenses as a whole are similar to those of the prior year, 13 percent above the three-year historical average, and 4 percent below budget expectations. Convention center expenses are 7 percent below the prior year and 7 percent under budget projections. Venue expenses as a whole are in parity with the prior year, 13 percent above the three-year historical average, and 4 percent below budget expectations. Convention Center expenses are 7 percent below the prior year and 7 percent under budget projections. Portland's expenditures are 12 percent over the prior year and 7 percent greater than budget projections. Expo expenses are 7 percent over the prior year and 3 percent over budget projections.

OREGON ZOO

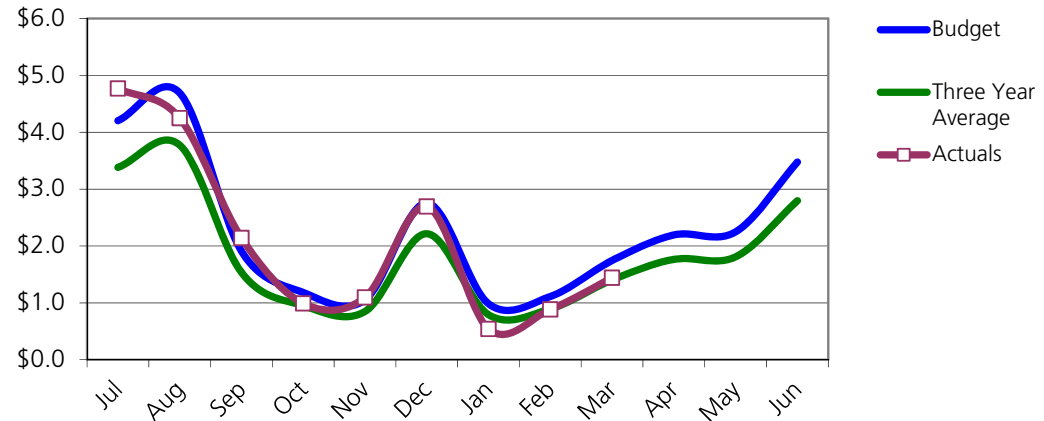
Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$28,040,361	\$19,583,329	69.8%	\$27,935,805	99.6%	97.9%
General Revenues	220,000	113,791	51.7%	24,193	11.0%	144.9%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	12,979	0.0%	12,979	0.0%	83.7%
Total Revenue	\$28,260,361	\$19,710,100	69.7%	\$27,972,977	99.0%	95.2%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$21,794,923	\$15,829,010	72.6%	\$21,406,574	98.2%	96.5%
Materials and Services	14,051,202	10,004,596	71.2%	\$14,036,450	99.9%	98.6%
Total Operating Expenditures	35,846,125	25,833,606	72.1%	35,443,024	98.9%	97.3%
Total Debt Service	0	0	0.0%	0	0.0%	0.0%
Total New Capital	2,122,538	1,950,974	91.9%	395,825	18.6%	44.0%
Total Renewal and Replacement	1,249,710	752,060	60.2%	1,821,114	145.7%	17.8%
Total Expenditures	\$39,218,373	\$28,536,640	72.8%	\$37,659,963	96.0%	89.0%

Zoo revenues projected to come under budget

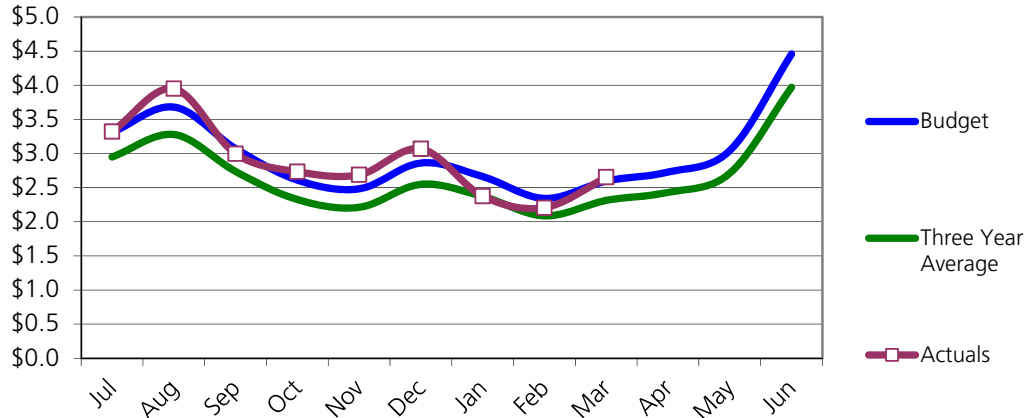
Oregon Zoo- Program Revenues by Month

shown in millions



Oregon Zoo- Expenditures by Month

shown in millions



Oregon Zoo's revenues are highly sensitive to attendance; for every 100,000 visitors the zoo generates \$1.5 million. Attendance was trending at 10 percent above the 3 year average and on track with the budgeted 1.7 million visitor goal through first and second quarter. While 1.7 million is an aggressive goal, it is not out of line with attendance levels in FY 2012-13 with the birth of Lily. It also considered a full year of Elephant Lands open, minimal construction on-site, and the opening of the Education Center.

Portland experienced a very cold and wet winter which was reflected in the attendance figures taking a dramatic dip in the third quarter (see table below). The zoo was closed due to weather 11 days in FY 2016-17, compared to three days in the same period in previous year. Additionally, on a daily basis there were on average 500 fewer visitors when compared to the prior year. Enterprise revenues are projecting to come in \$1.7 million under budget as a result of the shortfall in attendance.

FY 2016-17 Attendance

Compared to the 3 year average ↑ represents a 5 % increase and ↓ represents a 5% decrease.									
YTD	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
↑	↑↑↑↑	↓	↑↑↑↑	↓	↑↑↑↑	↑↑	↓↓↓↓↓↓↓↓↓↓	↓↓↓↓↓↓	↓↓↓↓↓↓

Despite the dampening effect on attendance, enterprise revenue is projected to grow over the prior year by 10 percent due to strong per caps and the introduction of new revenue streams including Carousel, Coffee Crossing, and Picnic Lands.

The Oregon Zoo Foundation, in their April board meeting, approved the allocation of \$2.2 million to support zoo programs and projects, of which \$780,000 will help offset the FY 2016-17 deficit. A significant portion will go towards FY 2017-18 capital projects for animal welfare and revenue generation investments. The two largest commitments are \$500,000 to construct a giraffe feeding deck and up to \$500,000 for remediation in the elephant barn.

Zoo Operating Expenditures:

As of the second quarter report expenditures were projected to come in right on target. Active financial oversight at the manager level has moved the needle and the zoo is now projecting to come in \$400,000 under budget. Some actions have included active management of temporary and overtime labor, halting of both elective projects and discretionary spending, and delaying hiring of non-critical positions. Even with this effort the zoo faces a potential deficit of \$800,000, a continuously moving target depending largely on the uncontrollable factor of weather.

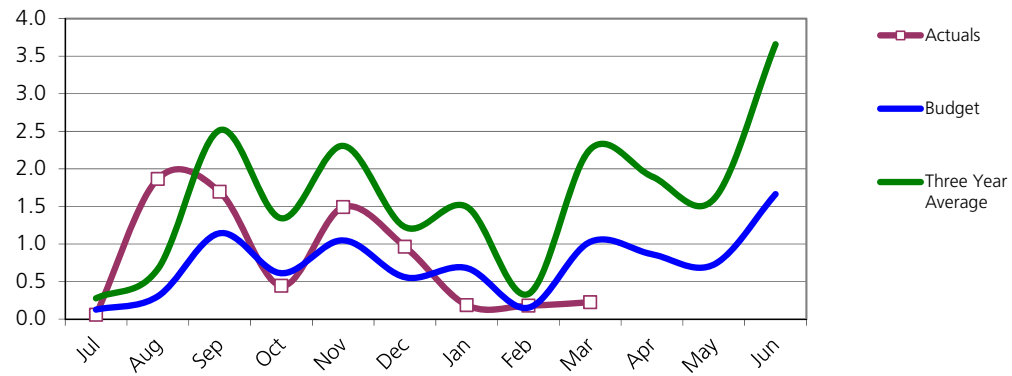
Significant capital projects this quarter included a chimp climbing structure, the completion of the new Wayfinding System, and design work for the giraffe feeding station – all projects financially supported by the Oregon Zoo Foundation. Additionally, design work is being done for several roofing projects.

OREGON ZOO INFRASTRUCTURE AND ANIMAL WELFARE BOND

Expenditures	Budget	Actual TYD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$752,776	\$520,530	69.1%	\$695,000	92.3%	92.5%
Materials and Services	15,000	107,869	719.1%	150,000	1000.0%	146.3%
Total Operating Expenditures	767,776	628,398	81.8%	845,000	110.1%	93.8%
Total Debt Service	0	0	0%	0	0.0%	0.0%
Total Capital Outlay	8,129,676	6,476,314	79.7%	8,000,000	98.4%	76.4%
Total Expenditures	\$8,897,452	\$7,104,712	79.9%	\$8,845,000	99.4%	77.2%

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month

shown in millions



Construction on the zoo Education Center completed with a grand opening ceremony held in March. Metro Council allocated additional budget to several of the remaining projects, including Polar Passage and the primate habitat. Council also took action to merge the timing of construction of those two habitats, to be managed by the same general contractor. Expenditures for the remainder of the fiscal year will now include design for primates and polar bears, which is a modification of the original spending plan. Lower expenditure levels, when compared to the three-year average, reflect the less complex nature of the Education Center and the completion of its construction activity.

PARKS AND NATURE

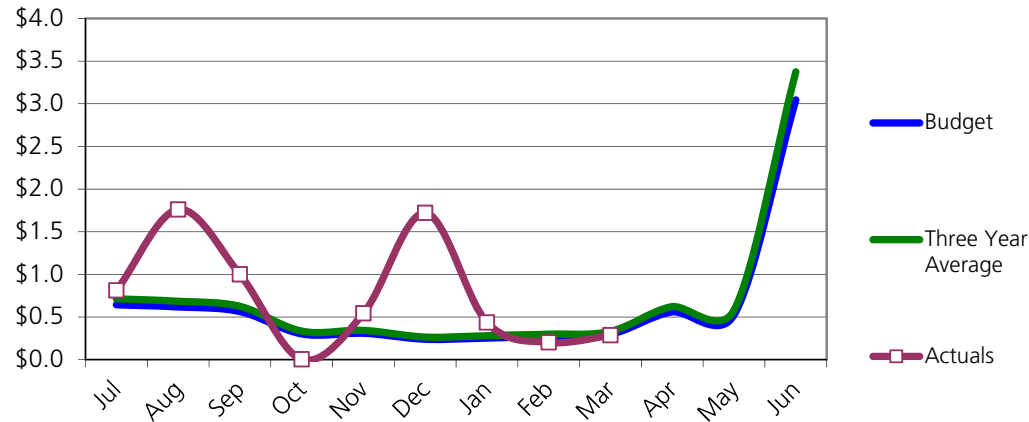
Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$7,632,856	\$6,766,679	88.7%	\$9,033,266	118.3%	131.9%
General Revenues	14,061,301	13,368,651	95.1%	13,992,239	99.5%	180.4%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	417,246	0.0%	417,246	0.0%	0.0%
Total Revenue	\$21,694,157	\$20,552,575	94.7%	\$23,442,751	108.1%	141.6%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$11,248,544	\$7,835,461	69.7%	\$10,954,602	97.4%	94.9%
Materials and Services	13,857,243	8,395,791	60.6%	12,398,538	89.5%	59.3%
Total Operating Expenditures	25,105,787	16,231,252	64.7%	23,353,140	93.0%	70.0%
Debt Service	-	-	0.0%	0	0.0%	0.0%
Capital Outlay	22,136,473	9,660,989	43.6%	17,969,692	81.2%	43.6%
Renewal and Replacement	1,261,989	95,187	7.5%	578,975	45.9%	
Total Expenditures	\$48,504,249	\$25,987,429	24.3%	\$41,901,807	86.4%	58.0%

	Budget	YTD	YTD % of Budget	Year-End Projection	% of Budget
General Fund	\$11,512,148	\$7,647,206	66.4%	\$11,242,577	97.7%
Natural Areas Fund	\$22,561,806	\$12,508,049	55.4%	\$21,046,993	93.3%
Local Option Levy Fund	\$9,384,056	\$4,414,884	47.0%	\$6,635,922	70.7%

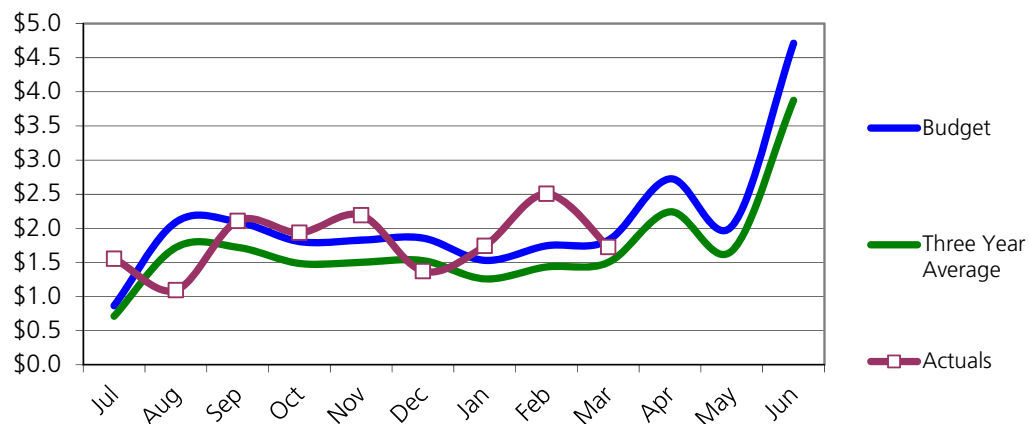
Parks and Nature- Program Revenues by Month

shown in millions



Parks and Nature- Expenditures by Month

shown in millions



**Glendoveer
revenues
projected to be
below budget**

The total Parks and Nature year-end program revenues are projected at 18 percent (\$1.4 million) above budget. As shown in the chart above, a majority of the department's annual revenues and expenses occur between April and September. Although this is a fairly predictable cycle, the Parks and Nature's revenue spiked unusually in August and December due to a couple of significant local grants (\$2.5 million) awarded by Portland General Electric. Outside of these specific spikes, performance was as predicted. The General Fund's most significant program revenue streams, excluding Glendoveer, are RV Fees (7 percent), Boat Launch Fees (4 percent), Rentals for Space (7 percent) and Building (10 percent) and Admission Fees (9 percent). All fees are above the three year historical average with the exception of Admissions. Due to bad weather through the winter months, Admission Fees are expected to come in at 81 percent of both their three year average and of budget.

Glendoveer

Glendoveer revenue was also affected by the winter weather. At the end of the third quarter this trend is at 91 percent of the three year historical average. Total golf course revenues are also projecting to come in below budget, at 93 percent (\$227,225), which is below second quarter projections.

Cemeteries

Cemetery Program revenue is trending at 4 percent (\$14,504) above budget and above the three year average. Budget expectations were determined from historical averages with updated pricing. Cemetery revenues are not subject to weather or specific cost drivers and therefore, they are evaluated through a historical lens.

Natural Areas Bond

The Natural Areas Bond received a significant additional second grant from Portland General Electric to pay for the restoration performed in the Goose Creek area, in the amount of \$1.2 million. This additional grant pushes the fund to exceed the revenue budget by the amount of the grant.

Levy

General revenues from the Levy tax are expected to come in on budget. Revenue generated from investments, interest income and both realized and unrealized gains and losses, in aggregate, are about \$86,000 lower than expected.

Expenditures

Parks and Nature operating expenses through the end of third quarter were at 65 percent of budget, which is higher than the year-to-date three year average. The department had a big spike in spending during February due to contract usage for cleanup of weather related issues and the timing of costs associated with the Willamette Falls Legacy Project. Overall, the department is projecting to come in 7 percent (\$1.75 million) under budget for operational expenditures. The Natural Area Bond's operational activities are projected to come in 6 percent below budget. Due to the Natural Area's oversight committee's initiatives to improve success in land acquisitions and capital construction investments, capital expenditures are expected to come at budget.

Operating expenditures in the Local Option Levy Fund are projected to come in under budget by 29 percent due to project rescheduling. Many of the Natural Area Restoration and Maintenance projects in the Levy Program are progressing as planned. However, some projects have been rescheduled based on a reassessment of priorities. With those adjustments, the Levy is projected to spend about 47 percent of their capital budget by the end of the fiscal year. The Visitor Services program operating expenditures in the General Fund followed seasonal patterns for personnel services and typical operational supplies with few exceptions. Planning for these costs early on means that operational activities are projected to come in on budget. The Cemetery Program expenditures are tracking historical expenditure patterns and year-end expenditures are expected to be close to budget levels. Parks and Nature spent 42 percent of its capital budget through the third quarter. 70 percent of this spending was related to land acquisition in the Bond Fund and 7 percent on Park Improvement projects in the Local Option Levy Fund. Several projects in the General Fund Renewal and Replacement fund have been put on hold due to facility-condition assessments, which are necessary to prioritize appropriate repairs. Resulting project delays means an underspending of approximately \$706,000 or 55 percent for the fund.

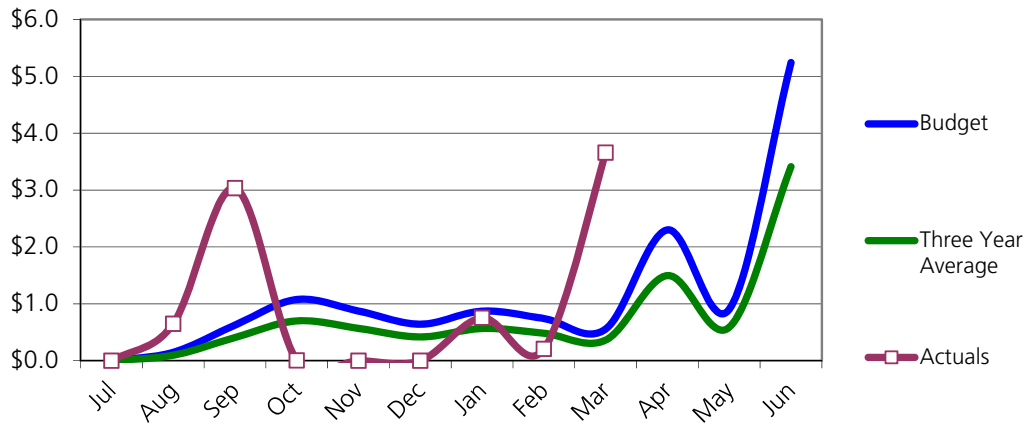
PLANNING AND DEVELOPMENT

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$13,980,445	\$5,281,839	37.8%	\$12,277,937	87.8%	85.1%
General Revenues	0	76,323	0.0%	95,000	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
All Revenue	\$13,980,445	\$5,358,162	38.3%	\$12,372,937	91.1%	85.6%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$7,191,079	\$5,012,198	69.7%	\$6,647,000	92.4%	96.9%
Materials and Services	8,593,500	2,638,086	30.7%	8,351,837	97.2%	42.2%
Total Expenditures	\$15,784,579	\$7,650,284	48.5%	\$14,998,837	96.3%	62.7%

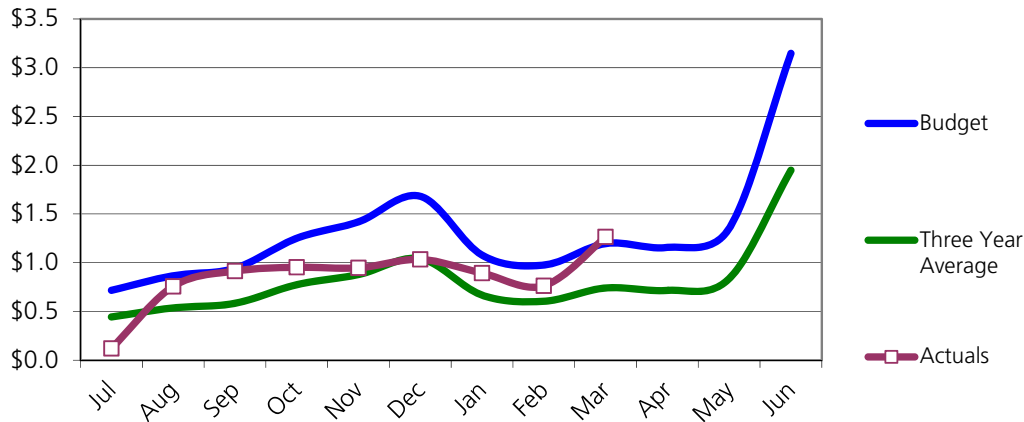
Planning and Development- Program Revenues by Month

shown in millions



Planning and Development- Expenditures by Month

shown in millions



Planning program revenues through the third quarter of FY 2016-17 are at 38 percent of budget (\$5.3 million) and are projected to reach 88 percent of budget (\$12.3 million) by fiscal year end, with much of the last-quarter projected revenues coming from grants. These final-quarter revenues include recovery of \$1.2 million in Regional Transportation Options costs and the annual Trimet support payment of \$3 million for Transit Oriented Development. Program revenues are made up primarily of grant revenue and government contributions.

Planning and Development operating expenditures through the third quarter are at 49 percent of budget and are projected to reach 95 percent of budget (\$15.0 million) by fiscal year end. The personal services cost category is projected to reach 92 percent of budget (\$6.6 million), due mainly to position vacancies. The materials and services cost category is expected to finish the year at 97 percent of budget, or \$8.4 million.

PROPERTY AND ENVIRONMENTAL SERVICES

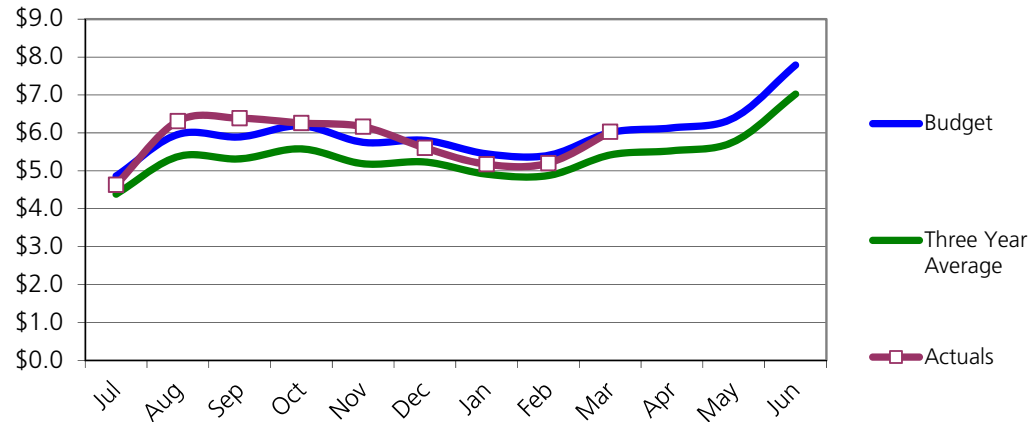
Revenues	Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$71,638,015	\$51,763,161	72.3%	70,577,586	98.5%	104.5%
General Revenues	466,495	207,888	44.6%	324,512	69.6%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	18,051	0.0%	18,051	0.0%	0.0%
Total Revenue	\$72,104,510	\$51,989,101	72.1%	\$70,920,149	98.4%	104.6%

Expenditures	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	Year-end % of Budget	3-year Average
Personal Services	\$14,960,882	\$10,319,611	69.0%	\$14,059,832	94.0%	93.9%
Materials and Services	50,990,927	30,445,967	59.7%	46,942,911	92.1%	92.5%
Total Operating Expenditures	65,951,809	40,765,578	16.3%	61,002,743	93.1%	92.8%
Debt Service	-	-	0.0%	0	0.0%	0.0%
Capital Outlay	5,273,750	1,074,429	20.4%	2,341,000	44.4%	33.8%
Renewal and Replacement	2,384,428	68,471	2.9%	746,651	31.3%	
Total Expenditures	\$73,609,987	\$41,908,478	56.9%	\$64,090,394	87.1%	88.1%

	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	% of Budget
General Fund	\$2,624,973	1,709,423	65.1%	\$2,496,052	95.1%
Solid Waste Revenue Fund	\$66,591,576	39,343,665	59.1%	\$59,031,482	88.6%
General Asset Management Fund	\$2,792,128	307,782	11.0%	\$1,133,089	40.6%

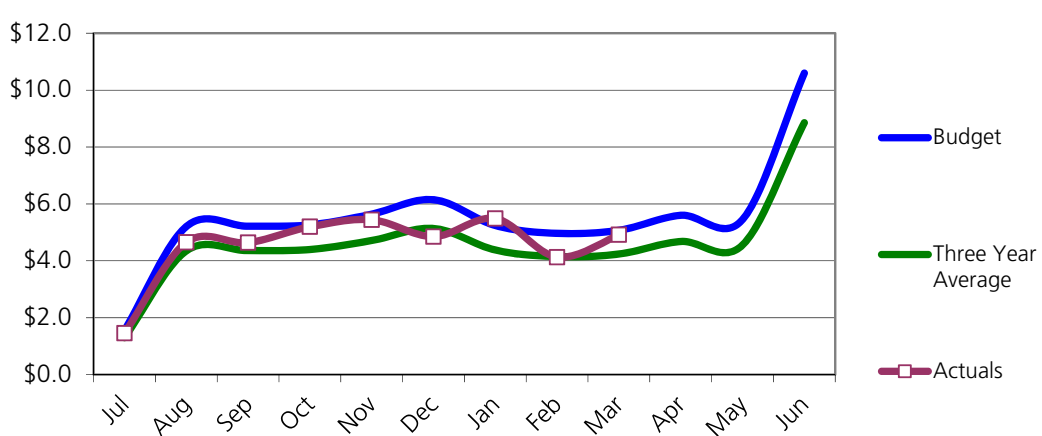
Property and Environmental Services- Program Revenues by Month

shown in millions



Property and Environmental Services- Expenditures by Month

shown in millions



Revenues

The FY2016-17 overall Property and Environmental Services Department program revenues are projected to end the year slightly under budget by approximately 2 percent. Parking fee revenue generated from Metro Regional Center is projecting to come in both below budget,

Solid waste tonnage trending 15 percent above three year historical average

by 16 percent (\$153,146), and the three year average, by 8 percent (\$66,210). Budget expectations were much higher for FY 2016-17 due to prior year revenue generation and fee changes. Additionally, the department lost some monthly parking revenue. Both factors have impacted revenues. Total paint revenue is trending about 19 percent (\$537,677) below budget and below the three year average by 14 percent (\$397,638).

Solid Waste

Tonnage processed at Metro facilities and non Metro facilities is at approximately 15 percent above the three year historical average. These conditions were considered during the budget process and set expectations of increased revenue from the healthy construction economy and population growth. Additionally, weather affected tonnage movement throughout the region during the third quarter and impacted tonnage at the Central and South locations. Due to these factors, the total processed Metro tonnage is at 3 percent below budget. Both residential and commercial organic tonnages are projecting to come in above budget, by 6 percent. The turnaround is due to weather conditions in both a long growing season and the past winter storm damage. In the recent past, Metro phased in commercial organics acceptance standards to improve the quality of the stream. Due to these standards adjustments, some businesses had discontinued participation in the program, driving down the commercial organics tonnage and contributing to the increase in garbage tonnage.

Currently there remains a limited market for raw wood, all other wood (painted, treated and engineered wood), must now be managed as garbage at Metro's two transfer stations. In the prior year, this market collapsed and was considered in forecasts of regional tonnage. Based on the end of the 3rd quarter, the projected tonnage will come in about 15 percent above expectations. The Community and Enhancement Fees are projecting to come in 5 percent (\$12,989) above budget and Host fees are expect to come in approximately 16 percent (136,040) below budget. Community and Enhancement and Host Fees are set high in the budget to act as a contingency in case tonnage is higher than expected.

Expenditures

Based on finishing up the third quarter, Property and Environmental Services year-end projections for Personnel Services and Materials and Services are trending toward, respectively, 94 percent and 92 percent of budget. These expenditures-to-budget percentages are on pace with the three year historical average.

Tonnage related expenses are expected to come in for the year 4 percent (\$1,277,964) below budget. Additionally, fuel costs are projected to be 24 percent below budget due to lower fuel prices. Operating expenditures in the General Fund largely driven by Metro Building Operations and the Construction Project Management Office Programs are projected to come in below budget, by 35 percent (\$128,921), largely driven by personnel vacancies.

The Community Enhancement fund is expected to come in 4 percent (\$57,717) under budget due to the timing of payments and grants to other agencies and entities that have agreements that span over fiscal years.

The Department spent 15 percent of its capital budget by the end of the third quarter of FY 2016-17. Capital spending has been modest as many of the capital projects did not meet requirements for work assessments or, in the process of assessing the projects and workload, management decided to cancel or postpone some projects. This has resulted in a decrease in anticipated capital expenditures to approximately 40 percent for the fiscal year. The year-end capital expenditures projection for Solid Waste Operations assumes that some projects will be carried forward over multiple years based on a revised Capital Improvement Plan. Capital projects in the Renewal and Replacement Fund and the Capital Fund are related to the Metro Regional Center Building and the Fleet Vehicle Replacement Project and are expected to be completed by year end.

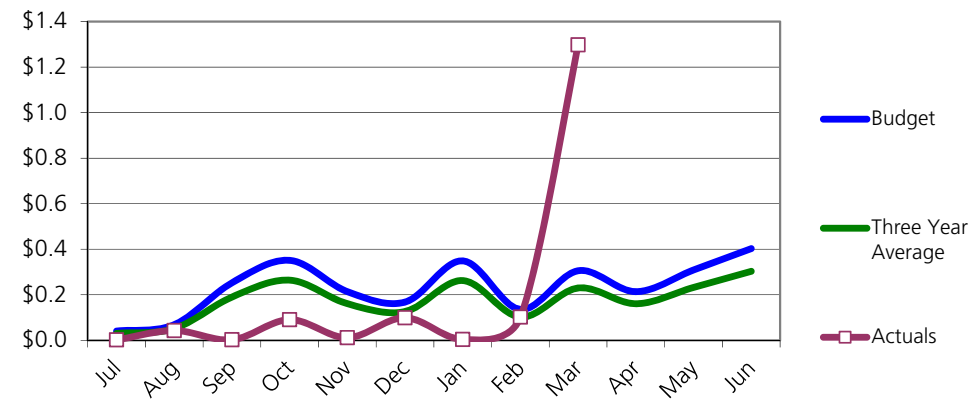
RESEARCH CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$2,811,668	\$1,653,367	58.8%	\$2,606,132	92.7%	69.4%
General Revenues	0	0	0.0%	0	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Total Revenues	\$2,811,668	\$1,653,367	58.8%	\$2,606,132	92.7%	69.4%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$3,418,874	\$2,390,564	69.9%	\$3,250,000	95.1%	89.1%
Materials and Services	1,137,739	581,052	51.1%	1,231,254	108.2%	68.3%
Total Expenditures	\$4,556,613	\$2,971,616	65.2%	\$4,481,254	98.3%	84.8%

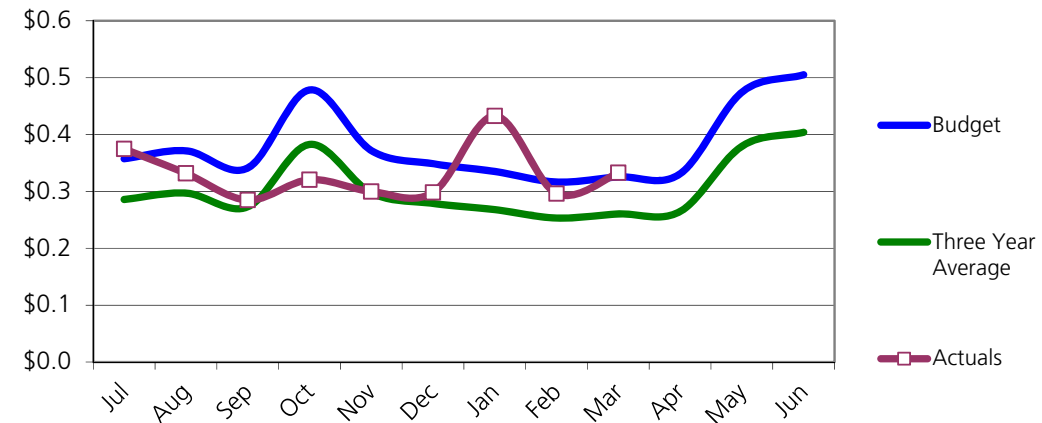
Research Center- Program Revenues by Month

shown in millions



Research Center- Expenditures by Month

shown in millions



Research Center program revenues through the third quarter of FY 2016-17 are at 59 percent (\$1.7 million) of budget and are projected to reach 93 percent of budget by fiscal year end. Program revenues are primarily made up of the Oregon Department of Transportation and TriMet Metropolitan Planning Organization grant funds grants (\$1.9 million forecasted) and the charges for services category (\$601,000 forecasted), which includes the sales and contract revenue as well as the aerial photo consortium billings.

Research Center spending through the third quarter is at 65 percent of budget and is expected to reach 98 percent of budget (\$4.5 million) by fiscal year end. The personal services cost category is projected to reach 95 percent of budget. The materials and services cost category is expected to finish the year at 108 percent of budget, mainly due to costs in the aerial photo line.

SUPPORT DEPARTMENTS EXPENDITURES

COUNCIL

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$3,917,766	\$2,704,132	69.0%	\$3,605,509	92.0%	94.0%
Materials and Services	884,568	386,890	43.7%	521,105	58.9%	58.5%
Total Expenditures	\$4,802,334	\$3,091,023	64.4%	\$4,126,615	85.9%	85.6%

AUDITOR

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$663,520	\$441,247	66.5%	\$600,000	90.4%	81.1%
Materials and Services	37,662	21,141	56.1%	30,000	79.7%	82.6%
Total Expenditures	\$701,182	\$462,388	65.9%	\$630,000	89.8%	81.1%

OFFICE OF METRO ATTORNEY

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$2,387,136	\$1,724,901	72.3%	\$2,312,065	96.9%	95.4%
Materials and Services	71,767	36,112	50.3%	69,780	97.2%	110.5%
Total Expenditures	\$2,458,903	\$1,761,013	71.6%	\$2,381,846	96.9%	95.9%

COMMUNICATIONS

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$1,650,084	\$1,284,569	77.8%	\$1,723,286	104.4%	80.5%
Materials and Services	196,898	86,073	43.7%	129,222	65.6%	114.7%
Total Expenditures	\$1,846,982	\$1,370,643	74.2%	\$1,852,508	100.3%	82.5%

FINANCE AND REGULATORY SERVICES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$4,165,815	\$3,033,222	72.8%	\$4,044,295	97.1%	90.8%
Materials and Services	5,525,833	2,119,206	38.4%	4,091,765	74.0%	96.4%
Total Operating Expenditures	9,691,648	5,152,427	53.2%	8,136,060	83.9%	93.1%
Total New Capital	0	0	0%	0	0.0%	100.0%
Total Renewal and Replacement	0	42,347	0%	127,040	0.0%	0.0%
Total Expenditures	\$9,691,648	\$5,194,774	53.6%	\$8,263,100	85.3%	93.1%

HUMAN RESOURCES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$2,513,129	\$1,734,624	69.0%	\$2,360,547	93.9%	94.8%
Materials and Services	491,851	363,229	73.8%	499,160	101.5%	102.6%
Total Expenditures	\$3,004,980	\$2,097,853	69.8%	\$2,859,708	95.2%	96.1%

INFORMATION SERVICES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	3,497,934	2,461,195	70.4%	3,361,962	96.1%	97.6%
Materials and Services	1,470,854	821,267	55.8%	1,315,839	89.5%	83.3%
Total Operating Expenditures	4,968,788	3,282,463	66.1%	4,677,801	94.1%	93.7%
Total New Capital	610,000	96,928	15.9%	356,167	58.4%	58.6%
Total Renewal and Replacement	701,142	86,196	12.3%	229,109	32.7%	62.7%
Total Expenditures	\$6,279,930	\$3,465,587	55.2%	\$5,263,077	83.8%	89.0%

NON-DEPARTMENTAL EXPENDITURES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$0	\$0	0%	\$0	0%	100.2%
Materials and Services	3,722,000	2,027,046	54.5%	3,326,033	89.4%	61.3%
Total Operating Expenditures	3,722,000	2,027,046	54.5%	3,326,033	89.4%	61.5%
Total Debt Service	35,974,577	18,148,033	50.4%	35,974,577	100.0%	149.0%
Total Capital Outlay	100,000	58,591	58.6%	100,000	100.0%	52.6%
Total Expenditures	\$39,796,577	\$20,233,669	50.8%	\$39,400,610	99.0%	139.4%

Non-departmental special appropriation expenditures through the third quarter included the following:

- \$120,570 to the outside financial auditors
- \$21,580 to Regional Water Providers' Consortium
- \$2,500 to the Columbia Corridor Association
- \$4,578 to Transportation For America
- \$15,000 to Lloyd Business Improvement District dues
- \$2,500 to the Westside Economic Alliance
- \$172,000 for spending on all sponsorships, through the third quarter, includes:
 - \$25,000 for the Regional Arts and Culture Council
 - \$25,000 to the Metropolitan Export Initiative
 - \$25,000 to Greater Portland, Inc.
 - \$11,667 to the Regional Disaster Preparedness organization
 - \$20,333 to Washington County Communities of Color
 - \$15,000 to First Stop Portland
 - \$50,000 to the Intertwine Alliance
- \$20,134 to the general Metro sponsorship account through the third quarter

APPENDIX A – Fund Tables, year to year comparison

General Fund (consolidated), as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$27,926,217	\$32,298,432		\$32,298,432		
Program Revenues	25,913,779	13,149,160	50.7%	24,182,116	93.3%	85.7%
General Revenues	35,447,800	29,688,418	83.8%	37,174,856	104.9%	104.7%
Transfers	37,057,970	27,137,964	73.2%	35,872,879	96.8%	77.7%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	16,810	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	\$98,419,549	\$69,992,352	71.1%	\$97,229,850	98.8%	89.2%
Total Resources	126,345,766	102,290,784		129,528,282		
Requirements						
Operating Expenditures	\$61,449,249	\$37,334,360	60.8%	\$57,450,844	93.5%	80.7%
Debt Service	1,932,038	501,019	25.9%	1,932,038	100.0%	100.0%
Capital Outlay	225,000	112,284	49.9%	205,937	91.5%	94.7%
Interfund Transfers	19,929,266	15,282,515	76.7%	19,895,715	99.8%	95.8%
Intrafund Transfers	16,346,033	11,938,198	73.0%	15,807,809	96.7%	71.7%
Contingency	5,856,706	0				
Subtotal Current Expenditures	105,738,292	65,168,376	61.6%	95,292,344	90.1%	78.6%
Unappropriated Balance	20,607,474	37,122,408		34,235,939		
Total Requirements	\$126,345,766	\$102,290,784		\$129,528,282		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	\$28,403,273	\$29,077,941		\$29,077,941	
Program Revenues	24,193,260	11,026,626	45.6%	20,035,978	82.8%
General Revenues	33,579,467	27,672,793	82.4%	35,612,795	106.1%
Transfers	40,100,968	22,861,672	57.0%	30,751,951	76.7%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	18,756	0.0%	16,176	0.0%
Subtotal Current Revenues	97,873,695	61,579,847	62.9%	86,416,899	88.3%
Total Resources	126,276,968	90,657,788		115,494,840	
Requirements					
Operating Expenditures	\$63,564,843	\$33,505,533	52.7%	\$49,277,026	77.5%
Debt Service	1,861,882	520,941	28.0%	1,861,882	100.0%
Capital Outlay	308,375	61,284	19.9%	174,247	56.5%
Interfund Transfers	20,071,904	15,519,601	77.3%	20,037,078	99.8%
Intrafund Transfers	20,619,201	9,027,212	43.8%	11,846,174	57.5%
Contingency	3,541,613	0		0	
Subtotal Current Expenditures	109,967,818	58,634,571	53.3%	83,196,407	75.7%
Unappropriated Balance	16,309,150	32,023,217		32,298,432	
Total Requirements	\$126,276,968	\$90,657,788		\$115,494,840	

General Asset Management Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$10,861,601	\$10,469,416		\$10,469,416		
Program Revenues	261,751	426,013	162.8%	501,972	191.8%	1080.0%
General Revenues	29,151	51,824	177.8%	57,668	197.8%	197.8%
Transfers	6,828,605	3,836,654	56.2%	5,596,605	82.0%	93.6%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	7,119,507	4,314,490	60.6%	6,156,245	86.5%	143.9%
Total Resources	\$17,981,108	\$14,783,906		\$16,625,661		
Requirements						
Operating Expenditures	\$2,670,822	\$990,673	37.1%	\$1,657,618	62.1%	57.0%
Debt Service	0	0	0.0%		0.0%	0.0%
Capital Outlay	5,351,998	601,228	11.2%	2,941,316	55.0%	54.1%
Interfund Transfers	214,625	4,625	2.2%	210,000	97.8%	100.0%
Intrafund Transfers	30,000	30,000	100.0%	30,000	100.0%	0.0%
Contingency	9,713,663	0		-		
Subtotal Current Expenditures	17,981,108	1,626,527	9.0%	4,838,934	26.9%	39.0%
Unappropriated Balance	0	13,157,379		11,786,727		
Total Requirements	\$17,981,108	\$14,783,906		\$16,625,661		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	\$4,410,379	\$9,981,821		\$9,981,821	
Program Revenues	254,250	18,105	7.1%	279,758	110.0%
General Revenues	26,930	31,699	117.7%	77,098	286.3%
Transfers	3,796,301	1,749,062	46.1%	3,766,484	99.2%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%
Subtotal Current Revenues	4,077,481	1,798,866	44.1%	4,123,340	101.1%
Total Resources	\$8,487,860	\$11,780,687		\$14,105,160	
Requirements					
Operating Expenditures	\$1,535,720	\$322,362	21.0%	\$924,854	60.2%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	3,132,590	617,357	19.7%	1,399,390	44.7%
Interfund Transfers	1,311,500	1,163,000	88.7%	1,311,500	100.0%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	2,167,468	0		0	
Subtotal Current Expenditures	8,147,278	2,102,719	25.8%	3,635,745	44.6%
Unappropriated Balance	340,582	9,677,968		10,469,416	
Total Requirements	\$8,487,860	\$11,780,687		\$14,105,160	

MERC Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	46,923,973	51,963,209		51,963,209		
Program Revenues	63,130,933	47,314,794	74.9%	67,545,475	107.0%	121.4%
General Revenues	171,000	254,135	148.6%	474,051	277.2%	360.6%
Transfers	650,000	500,000	76.9%	650,000	100.0%	88.9%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	63,951,933	48,068,929	75.2%	68,669,526	107.4%	120.9%
Total Resources	110,875,906	100,032,138		120,632,735		
Requirements						
Operating Expenditures	52,178,818	38,760,685	74.3%	51,824,270	99.3%	101.7%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	14,418,744	2,230,651	15.5%	6,529,520	45.3%	54.5%
Interfund Transfers	9,814,830	4,478,364	45.6%	9,814,830	100.0%	98.1%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	34,463,514	0				
Subtotal Current Expenditures	110,875,906	45,469,700	41.0%	68,168,620	61.5%	72.5%
Unappropriated Balance	0	54,562,438		52,464,115		
Total Requirements	110,875,906	100,032,138		\$120,632,735		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	33,134,960	40,365,842		40,365,842	
Program Revenues	56,506,111	49,307,224	87.3%	73,766,372	130.5%
General Revenues	91,000	186,371	204.8%	443,548	487.4%
Transfers	1,164,432	600,000	51.5%	899,432	77.2%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%
Subtotal Current Revenues	57,761,543	50,093,595	86.7%	75,109,352	130.0%
Total Resources	90,896,503	90,459,437		115,475,194	
Requirements					
Operating Expenditures	49,512,823	37,908,388	76.6%	52,460,359	106.0%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	8,483,500	1,174,373	13.8%	2,056,738	24.2%
Interfund Transfers	9,001,335	4,236,726	47.1%	8,994,887	99.9%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	23,898,845	0		0	
Subtotal Current Expenditures	90,896,503	43,319,487	47.7%	63,511,985	69.9%
Unappropriated Balance	0	47,139,950		51,963,209	
Total Requirements	90,896,503	90,459,437		\$115,475,194	

Natural Areas Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	40,459,986	36,934,540		36,934,540		
Program Revenues	275,000	1,594,093	579.7%	1,594,093	579.7%	156.4%
General Revenues	351,700	146,414	41.6%	234,339	66.6%	196.0%
Transfers	0	0	0.0%	0	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	400,436	0.0%	400,436	0.0%	0.0%
Subtotal Current Revenues	626,700	2,140,942	341.6%	2,228,868	355.7%	258.2%
Total Resources	41,086,686	39,075,483		39,163,408		
Requirements						
Operating Expenditures	4,988,306	3,873,321	77.6%	5,242,773	105.1%	44.3%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	17,573,500	8,634,729	49.1%	15,804,221	89.9%	39.5%
Interfund Transfers	3,120,936	1,577,874	50.6%	3,120,936	100.0%	92.5%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	10,417,000	0		10,417,000		
Subtotal Current Expenditures	36,099,742	14,085,924	39.0%	34,584,930	95.8%	31.4%
Unappropriated Balance	4,986,944	24,989,559		4,578,478		
Total Requirements	41,086,686	39,075,483		39,163,408		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	45,089,142	52,348,611		52,348,611	
Program Revenues	0	386,698	0.0%	590,211	0.0%
General Revenues	338,168	286,853	84.8%	325,517	96.3%
Transfers	0	0	0.0%	0	0.0%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%
Subtotal Current Revenues	338,168	673,551	199.2%	915,728	270.8%
Total Resources	45,427,310	53,022,163		53,264,339	
Requirements					
Operating Expenditures	9,422,669	2,347,153	24.9%	5,416,546	57.5%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	19,810,000	5,326,266	26.9%	7,873,078	39.7%
Interfund Transfers	3,093,306	1,156,209	37.4%	3,040,175	98.3%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	10,000,000	0		0	
Subtotal Current Expenditures	42,325,975	8,829,627	20.9%	16,329,799	38.6%
Unappropriated Balance	3,101,335	44,192,535		36,934,540	
Total Requirements	45,427,310	53,022,163		\$53,264,339	

Parks and Natural Areas Local Option Levy, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	4,413,031	3,702,512		3,702,512		
Program Revenues	888,000	764,383	86.1%	901,737	101.5%	182.5%
General Revenues	13,608,132	13,150,658	96.6%	13,654,012	100.3%	103.6%
Transfers	0	0	0.0%	0	0.0%	100.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	14,496,132	13,915,041	96.0%	14,555,749	100.4%	105.5%
Total Resources	18,909,163	17,617,554		18,258,262		
Requirements						
Operating Expenditures	7,636,319	4,008,173	52.5%	5,115,792	67.0%	71.8%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	3,247,737	852,021	26.2%	1,520,130	46.8%	64.6%
Interfund Transfers	4,980,920	3,459,325	69.5%	4,980,920	100.0%	98.9%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	3,044,187	0		3,044,187		
Subtotal Current Expenditures	18,909,163	8,319,519	44.0%	14,661,030	77.5%	69.3%
Unappropriated Balance	-	9,298,034		3,597,232		
Total Requirements	18,909,163	17,617,554		18,258,262		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	5,696,220	4,249,882		4,249,882	
Program Revenues	119,000	7,162	6.0%	236,891	199.1%
General Revenues	12,203,492	12,111,025	99.2%	12,621,268	103.4%
Transfers	148,500	0	0.0%	148,500	100.0%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%
Subtotal Current Revenues	12,470,992	12,118,187	97.2%	13,006,659	104.3%
Total Resources	18,167,212	16,368,069		17,256,541	
Requirements					
Operating Expenditures	9,159,513	4,993,041	54.5%	7,535,234	82.3%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	4,305,711	1,964,376	45.6%	2,160,763	50.2%
Interfund Transfers	3,950,019	2,628,847	66.6%	3,858,031	97.7%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	751,969	0		0	
Subtotal Current Expenditures	18,167,212	9,586,263	52.8%	13,554,028	74.6%
Unappropriated Balance	0	6,781,805		3,702,512	
Total Requirements	18,167,212	16,368,069		\$17,256,541	

Oregon Zoo Asset Management Fund,

as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	5,600,629	4,970,642		4,970,642		
Program Revenues	488,000	778,452	159.5%	778,452	159.5%	134.7%
General Revenues	17,500	18,078	103.3%	24,193	138.2%	284.1%
Transfers	1,047,308	497,330	47.5%	1,047,308	100.0%	81.3%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	2,229	0.0%	12,979	0.0%	0.0%
Subtotal Current Revenues	1,552,808	1,296,089	83.5%	1,862,932	120.0%	95.6%
Total Resources	7,153,437	6,266,731		6,833,574		
Requirements						
Operating Expenditures	0	160,535	0.0%	160,535	0.0%	53.6%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	3,352,248	2,525,542	75.3%	2,216,939	66.1%	39.8%
Interfund Transfers	0	0	0.0%	0	0.0%	100.0%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	1,804,299	0				
Subtotal Current Expenditures	5,156,547	2,686,077	52.1%	2,377,474	46.1%	41.3%
Unappropriated Balance	1,996,890	3,580,654		4,456,101		
Total Requirements	7,153,437	6,266,731		\$6,833,574		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	3,032,113	3,019,369		3,019,369	
Program Revenues	500,000	211,642	42.3%	922,557	184.5%
General Revenues	10,000	14,080	140.8%	37,178	371.8%
Transfers	3,595,910	3,292,200	91.6%	3,595,910	100.0%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%
Subtotal Current Revenues	4,105,910	3,517,922	85.7%	4,555,645	111.0%
Total Resources	7,138,023	6,537,291		7,575,013	
Requirements					
Operating Expenditures	768,256	370,581	48.2%	412,006	53.6%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	5,308,058	1,259,301	23.7%	1,993,965	37.6%
Interfund Transfers	198,400	0	0.0%	198,400	100.0%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	260,809	0		0	
Subtotal Current Expenditures	6,535,523	1,629,882	24.9%	2,604,371	39.8%
Unappropriated Balance	602,500	4,907,409		4,970,642	
Total Requirements	7,138,023	6,537,291		\$7,575,013	

Oregon Zoo Infrastructure and Animal Welfare Bond Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	40,506,138	43,711,956		43,711,956		
Program Revenues	0	495	0.0%	495	0.0%	0.0%
General Revenues	200,000	89,598	44.8%	225,000	112.5%	134.6%
Transfers	0	0	0.0%	0	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	83.7%
Subtotal Current Revenues	200,000	90,093	45.0%	225,495	112.7%	84.1%
Total Resources	40,706,138	43,802,049		43,937,451		
Requirements						
Operating Expenditures	767,776	628,398	81.8%	845,000	110.1%	93.8%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	8,129,676	6,476,314	79.7%	8,000,000	98.4%	76.4%
Interfund Transfers	675,868	509,071	75.3%	675,868	100.0%	99.2%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	3,395,128	0		-		
Subtotal Current Expenditures	12,968,448	7,613,783	58.7%	9,520,868	73.4%	65.0%
Unappropriated Balance	27,737,690	36,188,266		34,416,583		
Total Requirements	40,706,138	43,802,049		\$43,937,451		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	21,157,612	23,086,619		23,086,619	
Program Revenues	0	0	0.0%	0	0.0%
General Revenues	150,000	111,296	74.2%	353,577	235.7%
Transfers	0	0	0.0%	0	0.0%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	40,000,000	33,479,164	83.7%	33,479,164	83.7%
Subtotal Current Revenues	40,150,000	33,590,461	83.7%	33,832,741	84.3%
Total Resources	61,307,612	56,677,079		56,919,360	
Requirements					
Operating Expenditures	994,775	689,227	69.3%	965,317	97.0%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	18,843,728	6,722,029	35.7%	11,537,431	61.2%
Interfund Transfers	704,656	528,683	75.0%	704,656	100.0%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	3,968,000	0		0	
Subtotal Current Expenditures	24,511,159	7,939,939	32.4%	13,207,404	53.9%
Unappropriated Balance	36,796,453	48,737,140		43,711,956	
Total Requirements	61,307,612	56,677,079		\$56,919,360	

Oregon Zoo Operating Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	1,012,225	927,568		927,568		
Program Revenues	27,552,361	18,804,382	68.2%	27,935,805	101.4%	96.6%
General Revenues	10,000	12,283	122.8%	24,193	241.9%	0.0%
Transfers	13,011,384	9,409,500	72.3%	12,973,170	99.7%	99.7%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	10,750	0.0%	12,979	0.0%	0.0%
Subtotal Current Revenues	40,573,745	28,236,915	69.6%	40,946,147	100.9%	97.8%
Total Resources	41,585,970	29,164,483		41,873,715		
Requirements						
Operating Expenditures	35,846,125	25,833,606	72.1%	35,443,024	98.9%	97.7%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	20,000	16,957	84.8%	20,000	100.0%	200.7%
Interfund Transfers	4,719,845	3,066,669	65.0%	4,353,963	92.2%	92.2%
Intrafund Transfers	0	0	0.0%	0	0.0%	99.9%
Contingency	1,000,000	0				
Subtotal Current Expenditures	41,585,970	28,917,232	69.5%	39,816,987	95.7%	96.9%
Unappropriated Balance	0	247,251		2,056,728		
Total Requirements	41,585,970	29,164,483		\$41,873,715		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	0	0		0	
Program Revenues	24,561,390	15,929,204	64.9%	23,558,113	95.9%
General Revenues	0	3,820	0.0%	16,905	0.0%
Transfers	14,829,480	11,019,947	74.3%	14,829,480	100.0%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	1,000	0.0%
Subtotal Current Revenues	39,390,870	26,952,971	68.4%	38,405,498	97.5%
Total Resources	39,390,870	26,952,971		38,405,498	
Requirements					
Operating Expenditures	34,503,282	23,869,662	69.2%	33,615,902	97.4%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	20,000	19,830	99.1%	40,132	200.7%
Interfund Transfers	3,956,888	3,058,167	77.3%	3,821,897	96.6%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	910,700	0		0	
Subtotal Current Expenditures	39,390,870	26,947,659	68.4%	37,477,931	95.1%
Unappropriated Balance	0	5,312		927,568	
Total Requirements	39,390,870	26,952,971		\$38,405,498	

Risk Management Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	1,948,000	519,997		519,997		
Program Revenues	663,088	588,329	88.7%	598,329	90.2%	163.1%
General Revenues	10,000	7,126	71.3%	10,000	100.0%	209.2%
Transfers	3,173,704	2,848,263	89.7%	3,173,704	100.0%	100.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	3,846,792	3,443,717	89.5%	3,782,033	98.3%	115.5%
Total Resources	5,794,792	3,963,714		4,302,029		
Requirements						
Operating Expenditures	4,452,703	1,808,486	40.6%	3,139,654	70.5%	97.3%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	0	0	0.0%	0	0.0%	0.0%
Interfund Transfers	25,000	0	0.0%	25,000	100.0%	97.8%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	1,261,572	0				
Subtotal Current Expenditures	5,739,275	1,808,486	31.5%	3,164,654	55.1%	89.2%
Unappropriated Balance	55,517	2,155,228		1,137,375		
Total Requirements	5,794,792	3,963,714		\$4,302,029		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	2,305,697	2,922,162		2,922,162	
Program Revenues	315,566	522,972	165.7%	554,291	175.6%
General Revenues	10,000	10,454	104.5%	24,788	247.9%
Transfers	1,345,459	1,115,351	82.9%	1,345,459	100.0%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%
Subtotal Current Revenues	1,671,025	1,648,777	98.7%	1,924,538	115.2%
Total Resources	3,976,722	4,570,939		4,846,700	
Requirements					
Operating Expenditures	2,480,980	1,683,648	67.9%	4,001,811	161.3%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	0	0	0.0%	0	0.0%
Interfund Transfers	324,892	257,373	79.2%	324,892	100.0%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	69,000	0		0	
Subtotal Current Expenditures	2,874,872	1,941,021	67.5%	4,326,703	150.5%
Unappropriated Balance	1,101,850	2,629,918		519,997	
Total Requirements	3,976,722	4,570,939		\$4,846,700	

Solid Waste Revenue Fund, as of March 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	48,004,168	50,726,062		50,726,062		
Program Revenues	69,492,212	50,401,535	72.5%	68,700,418	98.9%	104.6%
General Revenues	452,722	201,019	44.4%	314,200	69.4%	163.7%
Transfers	698,232	100,251	14.4%	698,232	100.0%	86.1%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	18,051	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	70,643,166	50,720,856	71.8%	69,712,850	98.7%	104.7%
Total Resources	118,647,334	101,446,919		120,438,912		
Requirements						
Operating Expenditures	61,823,704	38,543,056	62.3%	57,076,482	92.3%	94.1%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	4,866,050	835,556	17.2%	1,955,000	40.2%	27.1%
Interfund Transfers	8,351,614	6,586,184	78.9%	8,351,614	100.0%	85.7%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	14,833,128	0		14,833,128		
Subtotal Current Expenditures	89,874,496	45,964,796	51.1%	82,216,224	91.5%	73.8%
Unappropriated Balance	28,772,838	55,482,123		38,222,688		
Total Requirements	118,647,334	101,446,919		120,438,912		

FY 2015-16

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Actuals	Year-end % Budget
Resources					
Beginning Fund Balance	42,393,597	45,437,860		45,437,860	
Program Revenues	64,359,713	48,654,450	75.6%	68,118,620	105.8%
General Revenues	314,960	161,047	51.1%	393,774	125.0%
Transfers	157,156	105,156	66.9%	152,319	96.9%
Special Items	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%
Other Financing Sources	0	5,126	0.0%	5,126	0.0%
Subtotal Current Revenues	64,831,829	48,925,779	75.5%	68,669,839	105.9%
Total Resources	107,225,426	94,363,639		114,107,699	
Requirements					
Operating Expenditures	58,225,155	36,153,014	62.1%	54,338,226	93.3%
Debt Service	0	0	0.0%	0	0.0%
Capital Outlay	3,191,275	652,752	20.5%	1,528,651	47.9%
Interfund Transfers	7,804,021	5,915,655	75.8%	7,514,761	96.3%
Intrafund Transfers	0	0	0.0%	0	0.0%
Contingency	16,028,619	0		0	
Subtotal Current Expenditures	85,249,070	42,721,420	50.1%	63,381,637	74.3%
Unappropriated Balance	21,976,356	51,642,219		50,726,062	
Total Requirements	107,225,426	94,363,639		\$114,107,699	

APPENDIX B – Excise Tax Annual Forecast, as of March 30, 2017

Total Excise Tax Collections
7.5 percent

Facility/Function	FY 2016-17 Budget	Revised Annual Forecast	Difference	% Difference
Oregon Convention Center	\$1,845,767	\$1,895,378	\$49,611	2.69%
Expo Center	499,757	456,420	(43,337)	-8.67%
SW Product Sales	235,135	177,209	(57,926)	-24.64%
Total	\$2,580,659	\$2,529,006	(\$51,653)	-2.00%

Solid Waste Per Ton Excise Tax

	FY 2016-17 Budget	Revised Annual Forecast	Difference	% Difference
Solid Waste and Recycling Metro Facilities	\$6,199,557	\$6,224,206	\$24,649	0.40%
Solid Waste and Recycling Non Metro Facilities	9,495,524	9,958,243	462,719	4.87%
Total Solid Waste Per Ton Excise Tax	15,695,081	16,182,450	487,369	3.11%
Grand Total Excise Tax	\$18,275,740	\$18,711,455	\$435,715	2.38%
Solid Waste General by Code	\$12,915,727	\$12,915,727		
SW Net Surplus/(Defecit)	\$2,779,354	\$3,266,723		

APPENDIX C – Construction Excise Tax

Collections outpace expectations

Construction excise tax collections for the third quarter, representing permit activity for January, February and March, resulted in the highest third quarter collections since the beginning of the tax in FY 2006-07. This continues the trend of large collection amounts beginning in 2012. The amount collected year to date is only \$14,000 below the entire amount collected in all of FY 2014-15, with one quarter still to go.

3rd Quarter history (rounded)		Annual Collections (rounded)	
FY2017	\$825,000	FY2017 YTD	\$2,662,000
FY2016	783,000	FY2016	3,352,000
FY2015	316,000	FY2015	2,676,000
FY2014	813,600	FY2014	2,539,000
FY2013	554,300	FY2013	1,766,000
FY2012	430,600	FY2012	1,441,000
FY 2011	351,600	FY2011	1,428,000
FY2010	352,000	FY2010	1,720,000
FY2009	330,600	FY2009	2,461,000
FY2008	509,000	FY2008	1,807,000
FY2007 (start-up)	378,000	FY2007 (start-up)	1,807,000

Top three jurisdictions

The top producing jurisdictions, Portland, Washington County and Hillsboro are in the top 1-2-3 spots for the quarter again. The totals between the three jurisdictions is \$542,000 or 66 percent of the total for the quarter. Portland did have its lowest quarter since second quarter of FY 2015-16, but is still very strong at \$357,000 and still on track to have its highest collection year ever (or very close to it). Washington County came in at \$103,000 for the quarter and Hillsboro \$82,000.

Cumulative collections

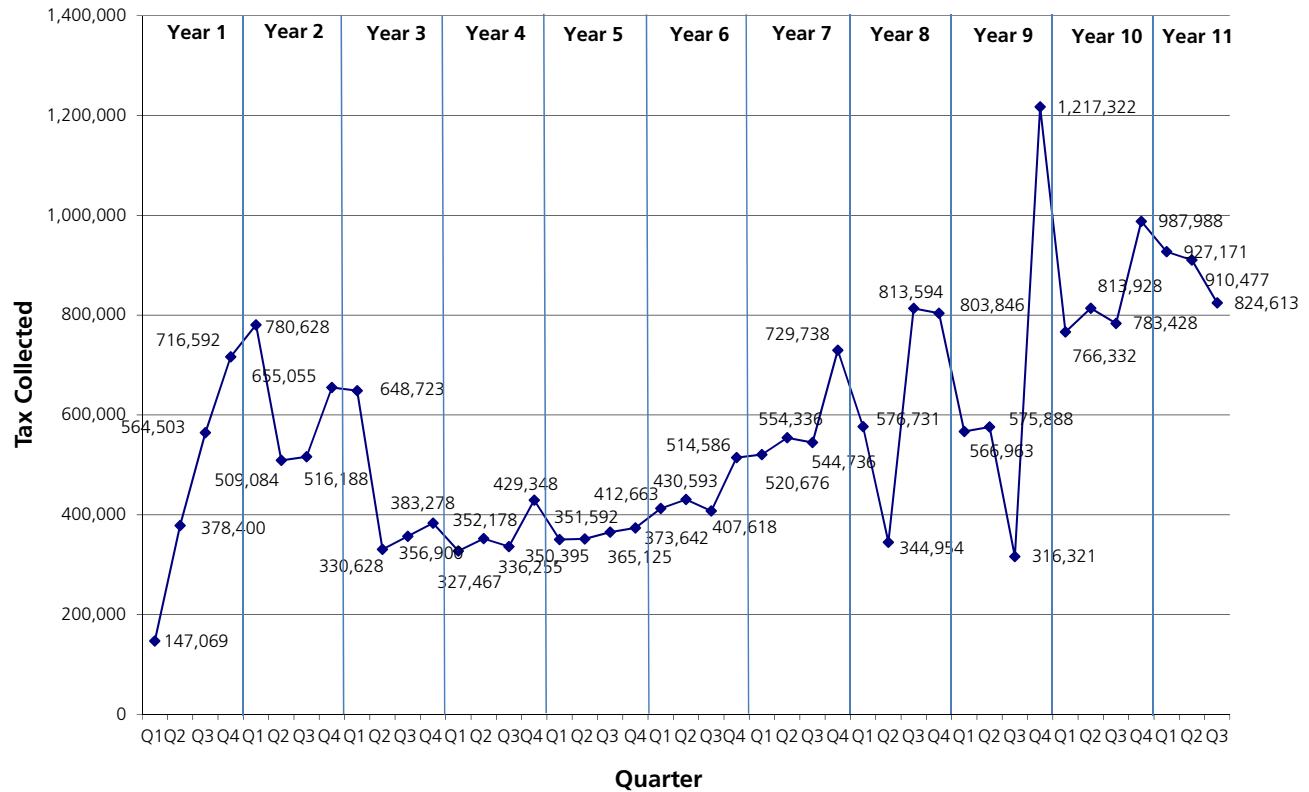
Cumulative collections since July 2006 are now \$24.million. Metro retains 5 percent of the collected receipts above \$6.3 million to recover a portion of its costs in administering the program. To date Metro has collected more than \$518,000.

Charts provide additional detail

Following this report are charts detailing information about both collections and expenditures of Metro's Construction Excise tax.



Construction Excise Tax by Quarter – July 1, 2006 - March 30, 2017



CET quarter collections for FY 2016-17

	FY 2019-17				FY 2016-17
	Year 11				Year 11
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	YTD FY17
Beaverton	\$49,938.20	\$59,239.32	\$15,690.00		\$124,867.52
Clackamas Cnty	54,623.00	19,632.00	24,000.63		98,255.63
Cornelius	715.00	141.00	0.00		856.00
Durham	417.00	465.93	715.57		1,598.50
Fairview	1,438.68	0.00	1,487.70		2,926.38
Forest Grove	4,883.00	26,643.00	10,692.00		42,218.00
Gresham	23,484.97	51,345.20	42,041.21		116,871.38
Happy Valley	56,320.72	15,187.69	18,703.08		90,211.49
Hillsboro	81,302.90	124,697.25	82,293.54		288,293.69
King City	3,485.00	2,839.00	1,958.00		8,282.00
Lake Oswego	30,610.94	29,477.44	21,812.53		81,900.91
Milwaukie	2,573.21	3,624.84	2,372.79		8,570.84
Oregon City	24,854.00	7,789.00	14,102.84		46,745.84
Portland	381,544.00	376,229.00	357,753.00		1,115,526.00
Sherwood	1,819.21	3,277.08	0.00		5,096.29
Tigard	78,399.49	34,386.91	56,976.20		169,762.60
Troutdale	1,775.31	1,122.82	1,658.33		4,556.46
Tualatin	16,921.00	0.00	32,175.36		49,096.36
Washington Cnty	57,926.22	122,451.83	102,543.67		282,921.72
West Linn	15,479.60	4,098.14	8,125.55		27,703.29
Wilsonville	37,336.79	27,623.95	29,511.15		94,471.89
Wood Village	1,322.40	205.20	0.00		1,527.60
TOTAL	\$927,170.64	\$910,476.60	\$824,613.15		\$2,662,260.39

CET Cumulative totals by year

	FY 2007-FY 2012	FY 2013	FY 2014	FY 2014-15	FY 2015-16	FY 2016-17	Cumulative Total and % by jurisdiction	
	Years 1-6	Year 7	Year 8	Year 9	Year 10	Year 11		
	Total FY07-FY 12	Total FY13	Total FY 14	Total FY 15	Total FY 16	YTD Total FY 17		
Beaverton	\$554,209.00	\$121,595.00	\$168,467.00	\$184,567.00	\$136,174.60	\$124,867.52	\$1,289,880.12	5.3%
Clackamas Cnty	\$728,898.04	108,062.49	96,583.57	82,226.38	153,069.88	98,255.63	1,267,095.99	5.2%
Cornelius	\$36,951.00	3,461.00	730.00	3,417.00	1,878.00	856.00	47,293.00	0.2%
Durham	\$2,976.00	19,199.00	1,071.00	1,640.00	2,374.90	1,598.50	28,859.40	0.1%
Fairview	\$40,058.98	1,853.64	1,147.98	1,238.04	14,368.92	2,926.38	61,593.94	0.3%
Forest Grove	\$216,353.00	52,081.00	50,371.00	31,031.00	35,128.00	42,218.00	427,182.00	1.8%
Gresham	\$513,898.16	51,878.05	68,331.26	128,668.05	128,576.67	116,871.38	1,008,223.57	4.2%
Happy Valley	\$332,179.00	99,299.00	132,849.28	96,664.00	152,270.57	90,211.49	903,473.34	3.7%
Hillsboro	\$1,216,207.37	225,972.72	204,477.21	226,775.81	279,280.20	288,293.69	2,441,007.00	10.1%
King City	\$62,870.03	25,525.00	17,453.00	254.00	24,506.00	8,282.00	138,890.03	0.6%
Lake Oswego	\$282,320.87	49,734.25	75,707.28	79,984.45	80,063.91	81,900.91	649,711.67	2.7%
Milwaukie	\$44,053.17	6,534.38	5,506.44	6,193.29	17,198.52	8,570.84	88,056.64	0.4%
Oregon City	\$337,142.24	83,754.26	37,260.93	51,363.00	77,348.00	46,745.84	633,614.27	2.6%
Portland	\$3,906,919.00	1,000,163.00	1,080,776.00	1,153,133.00	1,476,197.00	1,115,526.00	9,732,714.00	40.2%
Sherwood	\$132,982.02	39,753.57	57,014.26	12,903.74	34,060.80	5,096.29	281,810.68	1.2%
Tigard	\$351,313.73	82,771.39	69,119.55	56,797.57	130,744.01	169,762.60	860,508.85	3.6%
Troutdale	\$89,328.77	2,732.62	20,002.65	8,676.45	3,991.34	4,556.46	129,288.29	0.5%
Tualatin	\$278,783.10	70,165.09	54,428.17	82,623.60	83,350.45	49,096.36	618,446.77	2.6%
Washington Cnty	\$935,226.07	169,386.16	270,294.93	331,766.47	366,024.51	282,921.72	2,355,619.86	9.7%
West Linn	\$216,239.51	27,547.33	37,141.72	17,332.35	33,718.31	27,703.29	359,682.51	1.5%
Wilsonville	\$343,098.24	107,624.84	89,350.54	113,048.81	120,005.24	94,471.89	867,599.56	3.6%
Wood Village	\$16,503.30	392.95	1,041.85	6,189.06	1,346.91	1,527.60	27,001.67	0.1%
TOTAL	\$10,638,510.60	\$2,349,486.74	\$2,539,125.62	\$2,676,493.07	\$3,351,676.74	\$2,662,260.39	\$24,217,553.16	100.0%

Community Development and Planning Grants Round One update

Jurisdiction	Project	Total Contract	Balance	
Beaverton	Scholls Ferry/Loon Drive (portion of Area 64)	\$ 3,750	\$ -	Planning project completed
Cornelius	East Baseline Project	\$ 7,500	\$ -	Planning project completed
Cornelius	City of Damascus	\$ 18,000	\$ -	Planning project completed
Forest Grove	Forest Grove Swap Project	\$ 8,422	\$ -	Planning project completed
Gresham	Springwater Project	\$ 977,129	\$ -	Planning project completed
Gresham	Kelly Creek Headwaters (Area13)	\$ 90,000	\$ -	Planning project completed
Happy Valley	Damascus/Boring Concept Plan	\$ 168,631	\$ -	Planning project completed
Hillsboro	South Hillsboro Community Plan Project (Areas 69 and 71)	\$ 157,500	\$ -	Planning project completed
Hillsboro	Helvetia & Evergreen Project	\$ 345,000	\$ -	Planning project completed
Hillsboro	Shute Road Concept Plan	\$ 30,000	\$ -	Planning project completed
Oregon City	Beavercreek	\$ 117,000	\$ -	Planning project completed
Oregon City	Park Place	\$ 292,500	\$ -	Planning project completed
Oregon City	South End	\$ 292,500	\$ -	Planning project completed
Sherwood	Brookman Road Project	\$ 168,524	\$ -	Planning project completed
Sherwood	Area 48 (Tonquin Employment Area) Concept Plan	\$ 208,440	\$ -	Planning project completed
Tualatin	NW/SW Concept Plans	\$ 52,194	\$ -	Planning project completed
Tualatin	Tualatin Southwest Concept Plan Implementation Project	\$ 30,908	\$ -	Planning project completed
Tualatin	Basalt Creek (South Tualatin/North Wilsonville)	\$ 365,277	\$ 295,000	Adjusted milestones due dates. Expected completion date is June 2017
Clackamas Cty	Damascus-Boring Concept Plan	\$ 202,701	\$ -	Planning project completed
Washington Cty	N. Bethany Project	\$ 1,170,000	\$ -	Planning project completed
Washington Cty	West Bull Mountain Concept Plan	\$ 670,500	\$ 74,100	Planning project completed
Washington Cty/Beaverton	Area 67 (Cooper Mtn)	\$ 191,700	\$ -	Planning project completed
Multnomah Cty	Bonny Slope West Concept Plan	\$ 202,500	\$ -	Planning project completed
Damascus	City of Damascus	\$ 524,724	\$ 131,181	Expected completion date is January 2017. (Note: City of Damascus was disincorporated in July 2016)
		\$ 6,295,400	\$ 500,281	

Funds Collected	\$ 6,300,000
Set up Fees	\$ 2,500
Expenditures	\$ 5,795,119
Balance CET 1	\$ 502,381

Community Development and Planning Grants Round Two update

*Green means no IGA

Jurisdiction	Project	Total Contract	Balance	
Cornelius	Holladay Industrial Park Planning	\$ 79,000	\$ -	Planning project completed
Forest Grove	Redevelopment Planning	\$ 85,000	\$ 12,000	Planning project completed
Gresham	TriMet Site Redevelopment Plan	\$ 70,000	\$ 5,180	Planning project completed
Happy Valley	Industrial Pre-Certification Study	\$ 32,600	\$ -	Planning project completed
Hillsboro	Tanasbourne/AmberGlen Regional Center Implementation	\$ 275,000	\$ 90,000	Expected completion date is February 2017
Hillsboro	Old Town Hillsboro Refinement Plan	\$ 90,000	\$ 15,000	Expected completion date is February 2017
Lake Oswego	Foothills District Framework Plan	\$ 295,000	\$ 93,650	Planning project completed
Lake Oswego	Funding Strategy to Implement the LGVC Plan	\$ 50,000	\$ -	Planning project completed
Milwaukie	Town Center Urban Renewal Plan	\$ 224,000	\$ 42,560	Planning project completed
Portland	Portland-Milwaukie LRT Project: E-TOD Plan	\$ 485,000	\$ -	Planning project completed
Portland	Foster Lents Integration Partnership	\$ 250,000	\$ -	Planning project completed
Portland	Portland Brownfield Redevelopment Assessment	\$ 150,000	\$ -	Planning project completed
Portland	South Waterfront: South Portal Partnership Plan	\$ 250,000	\$ 185,615	Expected completion date is December 2016
Portland	Barbur Corridor Concept Plan	\$ 700,000	\$ -	Planning project completed
Tualatin	Southwest Urban Renewal Plan	\$ 70,000	\$ 70,000	City notified Metro in June 2015 that it is unable to move forward with this project.
Tualatin	Highway 99W Corridor Plan	\$ 181,000	\$ 400	Planning project completed
Washington County	Aloha-Reedville Study	\$ 442,000	\$ -	Planning project completed. (Note: Metro funded portion of the Aloha-Reedville Livable Community Plan)
		\$ 3,728,600	\$ 514,405	

Funds Committed	\$ 3,728,600
Expenditures through December 31, 2016	\$ 3,214,195
Balance CET	\$ 514,405

Community Development and Planning Grants Round Three update

*Green means no IGA

Jurisdiction	Project	Total Contract	Balance	
Beaverton	South Cooper Mtn. Concept and Community Plan	\$ 469,397	\$ -	Planning project completed
Beaverton	Area 67 (Cooper Mtn)	\$ 191,700	\$ 31,950	Planning project completed
Cornelius	Urban Reserves Concept Plan	\$ 83,000	\$ 6,000	Planning project completed
Forest Grove	Westside Planning Program	\$ 133,000	\$ 11,846	Expected date of completion is May 2017
Gresham	Vista Business Park Eco-Industrial Strategies	\$ 100,000	\$ 20,000	Expected date of completion is December 2016
Gresham & Portland - Joint project	Powell-Division Transit and Development Project	\$ 362,290	\$ -	Planning project completed
Gresham & Portland - Joint project	Powell-Division Transit and Development Project	\$ 450,000	\$ -	Portland completed its portion of this joint planning project
Happy Valley	Rock Creek Empl Center Infrastructure Funding Plan	\$ 53,100	\$ 48,100	Expected completion date is August 2017
King City	Town Center Action Plan	\$ 75,000	\$ -	Planning project completed
Lake Oswego	Southwest Employment Area Plan	\$ 80,000	\$ -	Planning project completed
Oregon City	Willamette Falls Legacy Project	\$ 300,000	\$ -	Planning project completed
Portland	Mixed-use Zoning Project	\$ 425,500	\$ -	Planning project completed
Sherwood	West Sherwood Concept Plan	\$ 221,139	\$ -	Planning project completed
Sherwood & Washington Co -Joint Project	Tonquin Empl Area Impl Plan and Washington Co Industrial Land Analysis	\$ 371,446	\$ -	Planning project completed
Sherwood & Washington Co -Joint Project	Tonquin Empl Area Impl Plan and Washington Co Industrial Land Analysis	County portion of above \$255,000 to be determined		Planning project completed
Tigard	River Terrace Community Plan Implementation	\$ 245,000	\$ -	Planning project completed
Tigard	Downtown Tigard Mixed-Use Development Projects	\$ 100,000	\$ -	Planning project completed
West Linn	Arch Bridge / Bolton Center	\$ 220,000	\$ -	Planning project completed
Wilsonville	Frog Pond / Advance Road Concept Plan	\$ 341,000	\$ 16,000	City is preparing request for adjustment of milestones due dates
Clackamas County	Strategically Significant Employment Lands Project	\$ 221,000	\$ -	Planning project completed
Clackamas County	Performance Measures and Multimodal Mixed Use Area Project	\$ 160,000	\$ -	Planning project completed
Washington County	Concept Planning of Area 93	\$ 205,105	\$ -	Planning project completed
		\$ 4,807,677	\$ 133,896	

Funds Committed
Expenditures through December 31, 2016
Balance CET

\$ 4,807,677
\$ 4,673,781
\$ 133,896

Community Development and Planning Grants Round Four update

*Green means no IGA

Jurisdiction	Project	Total Contract	Balance	
Clackamas Co.	Stafford Area Transportation Assessment	\$ 170,000	\$ 170,000	IGA deadline extended to end of 2017 as County requested
Cornelius	Cornelius EOA and Decision Ready Project	\$ 40,000	\$ 17,595	Expected project completion is May 2017
Fairview	Halsey Corridor Economic Development Study	\$ 112,000	\$ 88,260	Expected project completion is June 2017
Gladstone	Gladstone Downtown Revitalization Plan	\$ 162,700	\$ 162,700	Expected project completion is April 2017
Hillsboro	Jackson Areas School Employment Subarea	\$ 195,000	\$ 185,000	Expected project completion is December 2017
Oregon City	Willamette Falls Legacy Project	\$ 550,000	\$ 295,000	IGA extended to December 2017
Portland #1	Improving Multi-Dwelling Development – New Standards and Regulatory Improvement	\$ 310,500	\$ 282,500	IGA extended to December 2017
Portland #2 & Gresham	Building Healthy Connected Communities along the Powell Division Corridor	\$ 1,485,566	\$ 1,313,400	Expected project completion is March 2018
Portland #3	82nd Avenue Study Understanding Barriers to Development	\$ 200,000	\$ 171,500	IGA extended to December 2017
Portland #4	N/NE Community Development – Pathway 1000 Initiative	\$ 250,000	\$ 222,000	IGA extended to June 2017
Tigard #1	Downtown Tigard Urban Lofts Development Project	\$ 100,000	\$ 80,000	IGA extended to September 2017
Tigard #2	Tigard Triangle Walkable Suburban Development	\$ 145,250	\$ 145,250	IGA extended to September 2017
Wilsonville	Wilsonville Town Center Master Plan	\$ 320,000	\$ 320,000	IGA extended to June 2018
Clackamas Co.	North Milwaukie Industrial Redevelopment Plan	\$ 250,000	\$ 167,500	Milestone due dates adjusted to August 2017
Multnomah Co. #1	Moving to Permanent Housing	\$ 75,000	\$ 75,000	IGA negotiation to be completed.
Washington Co.	Aloha Town Center / TV Highway TOD Plan	\$ 400,000	\$ 368,400	Milestone due dates adjusted to September 2017
		\$ 4,766,016	\$ 4,064,105	

Funds Committed	\$ 4,766,016
Expenditures through December 31, 2016	\$ 701,911
Balance CET	\$ 4,064,105

APPENDIX D – Capital Budget Mid-Year Status

SUMMARY

The following pages present the status of all projects with anticipated spending of greater than \$100,000, including a comparison of budgeted capital projects with activity and expenditures through December 31, 2016.

This year's budget includes 125 capital projects greater than \$100,000. Through December 31, 2016, eight projects are complete. An additional 36 projects are projected to be completed by fiscal year end, three projects were canceled and the remainders are expected to carry forward to FY 2017-18 or are ongoing projects: those that require substantial capital maintenance over time or that consist of a department's grouped renewal and replacement projects under \$100,000 each.

Completed projects:

- Expo - Hall D Carpet and Paint
- OCC - Portland Ballroom Down Lighting Replacement
- OCC - WiFi Upgrade
- OCC - Drinking Fountain Replacement
- OCC - Admin Office Carpet Replacement
- Portland's - Newmark & Winningstad Stage Floors
- Parks Levy - Blue Lake Curry Yard Improvements
- Orenco Nature Park Sale



Information Services

FY 2016-17 Capital Projects status through December 31, 2016

Information Technology R&R Projects

Information Technology renewal and replacement projects less than \$100,000.

FY 2016-17 Adopted Budget	\$362,389
Dollars spent as of 12-31-16	34,501
CIP estimated cost	n/a
Completion date	Ongoing

Comments: Server replacements are ongoing.

Council Audio Video

Upgrades to council chamber A/V.

FY 2016-17 Adopted Budget	\$208,000
Dollars spent as of 12-31-16	296,347
CIP estimated cost	300,000
Completion date	06/30/2017

Comments: There should have been some reimbursements from grant funding.

PeopleSoft Upgrades (Regularly Scheduled)

Upgrades to Metro's enterprise software and Supplier Contract Management Module.

FY 2016-17 Adopted Budget	\$238,753
Dollars spent as of 12-31-16	-
CIP estimated cost	n/a
Completion date	Ongoing

Comments: At least \$100,000 likely to be pushed to FY 2017-18 for SCM implementation

Customer Relationship Software

Migrate to a more robust software to better engage with government and community partners.

FY 2016-17 Adopted Budget	\$100,000
Dollars spent as of 12-31-16	22,621
CIP estimated cost	129,150
Completion date	06/30/2017

Comments: In process. Expected to be completed by end of year.

Project Management Software

Horizon II

FY 2016-17 Adopted Budget	\$90,000
Dollars spent as of 12-31-16	-
CIP estimated cost	217,000
Completion date	06/30/2018

Comments: In process. Expected to be completed, or nearly completed by end of year.

Information Services (continued)**FY 2016-17 Capital Projects status through December 31, 2016****VOIP - Phase I & II**

Voice over internet protocol project to update current phone system.

FY 2016-17 Adopted Budget	\$970,728
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Dollars spent as of 12-31-16	13,573
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CIP estimated cost	1,807,000
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Comments: Multi-year project.

Completion date	TBD
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Executive Conference Room 301

A/V Equipment Replacement

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	100,000
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Comments: In process. Unlikely to need all funding and will be completed by end of year.

Completion date	12/31/2017
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PCI Remediation

Payment card system upgrades

FY 2016-17 Adopted Budget	\$250,000
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Dollars spent as of 12-31-16	18,967
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CIP estimated cost	250,000
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Comments:

Completion date	TBD
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Data Storage Backup & Recovery System Update

A/V Equipment Replacement

FY 2016-17 Adopted Budget	\$250,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	250,000
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Comments: In process. Should be completed by end of year.

Completion date	06/30/2017
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Metropolitan Exposition Recreation Commission

FY 2016-17 Capital Projects status through December 31, 2016

Expo - Renewal & Replacement

Expo renewal and replacement projects less than \$100,000.

FY 2016-17 Adopted Budget	\$264,000
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Dollars spent as of 12-31-16	66,165
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CIP estimated cost	n/a
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Comments: Includes Chairs, AV, Concessions stands and other flat purchases. Most projects are completed, others are in progress.

Completion date	Ongoing
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Expo - Hall D Roof Repair / Replacement

Install new built up roof on barrel section of Hall D

FY 2016-17 Adopted Budget	\$779,500
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Dollars spent as of 12-31-16	-
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Comments: Project reviewed and redirected by cPMO/Expo. Hall D and E roofing projects to become roof refurbish rather than replacement. To include scope for ice cleats, Connector and future solar application.

CIP estimated cost	1,898,750
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Completion date	TBD
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EXPO Electronic Reader Board

FY 2016-17 Adopted Budget	\$235,000
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Dollars spent as of 12-31-16	162,991
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CIP estimated cost	235,000
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Comments: On track.

Completion date	06/30/2017
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Expo - Hall D Carpet and Paint

Replace carpeting and paint in Hall D.

FY 2016-17 Adopted Budget	\$25,065
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Dollars spent as of 12-31-16	2,822
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Completed project cost	170,537
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Comments: Project completed including signage.

Completion date	12/30/2016
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Expo - Glass Roll Up Hall Connector

Reader board.

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	11,062
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CIP estimated cost	120,000
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Comments: Design and initial drawings and estimates completed. Finalized design and ready for next steps towards construction drawings and construction (FY18)

Completion date	06/30/2018
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Metropolitan Exposition Recreation Commission (continued)**FY 2016-17 Capital Projects status through December 31, 2016****Expo - Parking Lot Asphalt Maintenance / Replacement (incl CF)**

Replacement of nearly 4000 lights in the Oregon ballrooms with more efficient LED lights/fixtures.

FY 2016-17 Adopted Budget	\$77,415
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Dollars spent as of 12-31-16	35,000
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Comments: UP4 maintenance repairs made, but contractor needs to return for re-do of some areas. Gravel purchase underway for the UP6 lot South of Expo Road.

CIP estimated cost	135,000
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Completion date	ongoing
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Expo Security Camera System Replacement Phase 1 of 2 (CF)

Reduce wattage of existing Metal Halide tower lights into a more energy efficient LED lamp.

FY 2016-17 Adopted Budget	\$98,000
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Dollars spent as of 12-31-16	-
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Comments: 2nd meeting with GB Manchester underway to clarify initial and long-term scope that will meet the goals of the project to include wiring and cameras.

CIP estimated cost	100,000
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Completion date	TBD
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Expo Hall A Carpet & Paint (R&R)

Construction phase for OCC entrance plaza.

FY 2016-17 Adopted Budget	\$125,000
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Dollars spent as of 12-31-16	-
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Comments: On hold due to roof leaks in Hall A lobby. We want to contain/control any water leaks before proceeding with simple carpet and paint applications.

CIP estimated cost	125,000
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Completion date	TBD
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Expo Halls D & E Solar Project (TLT Pooled)

Replacement of 232 400w Quartz down light fixtures with 22w LED fixtures.

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	-
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Comments: On hold as part of the Hall D/E combined roofing efforts.

CIP estimated cost	100,000
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Completion date	08/15/2017
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Hall D & E HVAC - Condition Analysis & Repair Budget

Comments: Contract in review for Phase 2 of work by Daikin for recommended repairs and replacement to increase useful life of units on Halls D/E.

FY 2016-17 Adopted Budget	\$170,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	305,000
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Completion date	06/30/2018
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Metropolitan Exposition Recreation Commission (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Expo Stormwater Wall (CF)

	FY 2016-17 Adopted Budget	\$14,460
	Dollars spent as of 12-31-16	-
	CIP estimated cost	175,215
Comments: Final gutter drain to be added. Hollywood Lights nearly complete with lighting project addition.	Completion date	06/30/2018

OCC - Capital Projects < \$100K

Replacement of security cameras and development of master plan for overall security.	FY 2016-17 Adopted Budget	\$472,500
	Dollars spent as of 12-31-16	78,446
	Completed project cost	472,500
Comments:	Completion date	06/30/2017

OCC - Cucina Rossa Concession Remodel

	FY 2016-17 Adopted Budget	\$331,779
	Dollars spent as of 12-31-16	-
	CIP estimated cost	882,000
Comments: This project has been cancelled.	Completion date	Cancelled

OCC - Oregon Ballroom Lighting Replacement

Replacement of nearly 4000 lights in the Oregon ballrooms with more efficient LED lights and fixtures.	FY 2016-17 Adopted Budget	\$115,000
	Dollars spent as of 12-31-16	94,747
	CIP estimated cost	115,000
Comments: Installation of new LED lights in the Oregon Ballroom is complete. Backordered dimmers are expected to arrive from manufacturer in March. Once the dimmers are installed the project will be complete.	Completion date	03/30/2017

OCC - Tower Lighting Replacement

Reduce wattage of existing Metal Halide tower lights into a more energy efficient LED lamp.	FY 2016-17 Adopted Budget	\$650,000
	Dollars spent as of 12-31-16	500
	CIP estimated cost	650,000
Comments: Contract is in place with electrical contractor. Light fixtures are currently backordered. Anticipate light fixture installation to begin in April 2017 with completion in June 2017.	Completion date	06/30/2017

Metropolitan Exposition Recreation Commission (continued)**FY 2016-17 Capital Projects status through December 31, 2016****OCC - Portland Ballroom Down Lighting Replacement**

Replacement of 232 400w Quartz down light fixtures with 22w LED fixtures.

FY 2016-17 Adopted Budget	\$220,000
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Dollars spent as of 12-31-16	142,542
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Completed project cost	142,542
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Comments: Installation of new LED lighting in the Portland Ballroom is complete.

Completion date	12/31/2016
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OCC - CCTV Replacement

FY 2016-17 Adopted Budget	\$450,000
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Dollars spent as of 12-31-16	-
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Comments: Internal project scoping meeting scheduled for 2-13-17. GB Manchester is under contract and will perform the installation once scope has been refined and agreed upon. Project has been rebudgeted in FY 18. Project is expected to completed by December 31, 2017.

CIP estimated cost	680,000
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Completion date	12/31/2017
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OCC - MLK/OBR/Holladay Plaza Entrance - Construction

Construction phase for OCC entrance plaza.

FY 2016-17 Adopted Budget	\$1,875,900
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Dollars spent as of 12-31-16	5,253
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CIP estimated cost	1,920,327
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Comments: Design work has begun for the exterior landscape renovation project. This project is part of the Facility Master Plan project.

Completion date	06/30/2017
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OCC - Integrated Door Access Controls

FY 2016-17 Adopted Budget	\$302,712
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Dollars spent as of 12-31-16	982
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Comments: Internal project scoping meeting scheduled for 2-13-17. GB Manchester is under contract and will perform the installation once scope has been refined and agreed upon. Project has been rebudgeted in FY 18. Project is expected to completed by December 31, 2017.

CIP estimated cost	325,000
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Completion date	12/31/2017
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OCC - Audio/Visual Equipment Purchase

FY 2016-17 Adopted Budget	\$150,000
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Dollars spent as of 12-31-16	107,894
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CIP estimated cost	150,000
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Comments: The audio visual equipment purchase is nearing completion. Majority of equipment has been received.

Completion date	06/30/2017
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Metropolitan Exposition Recreation Commission (continued)
FY 2016-17 Capital Projects status through December 31, 2016

OCC - Parking Management System Replacement

	FY 2016-17 Adopted Budget	\$1,000,000
	Dollars spent as of 12-31-16	984
	CIP estimated cost	1,000,000
Comments: Parking project installation is in progress with anticipated completion in February 2017.	Completion date	02/28/2017

OCC - Cardboard Baler & Canopy

Includes Stage Door/Backstage/Box Office Area/Reh Hall Improvements.	FY 2016-17 Adopted Budget	\$130,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	130,000
Comments: Project has been delayed. Project will be rebudgeted in FY 19.	Completion date	06/30/2020

OCC - OM4 Network Upgrade

	FY 2016-17 Adopted Budget	\$130,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	130,000
Comments: RFP is currently posted for the OM4 fiber installation project.	Completion date	06/30/2017

OCC - WiFi Upgrade

	FY 2016-17 Adopted Budget	\$170,000
	Dollars spent as of 12-31-16	84,726
	Completed project cost	170,000
Comments: Network upgrade is complete.	Completion date	12/31/2016

OCC - Drinking Fountain Replacement

Replace Keller Auditorium roof, drains and sheet metal system. Year one of a three year project.	FY 2016-17 Adopted Budget	\$175,000
	Dollars spent as of 12-31-16	146,604
	Completed project cost	175,000
Comments: Drinking fountain replacement project is complete.	Completion date	12/31/2016

Metropolitan Exposition Recreation Commission (continued)

FY 2016-17 Capital Projects status through December 31, 2016

OCC - EST-3 Fire Alarm Notification Upgrades

FY 2016-17 Adopted Budget	\$375,000
Dollars spent as of 12-31-16	-
CIP estimated cost	375,000
Completion date	08/31/2017

Comments: Project began 1-23-17. Project is expected to be completed by August 31, 2017.

OCC - Admin Office Carpet Replacement

Includes Stage Door/Backstage/Box Office Area/Reh Hall Improvements.

FY 2016-17 Adopted Budget	\$95,000
Dollars spent as of 12-31-16	103,991
Completed project cost	104,000
Completion date	12/31/2016

Comments: Admin and Guest Services Office carpet replacement is complete.

Portland'5 - Projects less than \$100,000

Smaller R&R & New Capital Projects

FY 2016-17 Adopted Budget	\$505,138
Dollars spent as of 12-31-16	152,439
CIP estimated cost	505,138
Completion date	06/30/2017

Comments: In progress.

Portland'5 - Keller Roof & Drains Replacements

Replace Keller Auditorium roof, drains and sheet metal system. Year one of a three year project.

FY 2016-17 Adopted Budget	\$1,509,793
Dollars spent as of 12-31-16	956,530
CIP estimated cost	1,600,000
Completion date	06/30/2016

Comments: Overall project delayed due to various issues, partially paused for winter, work takes place as weather allows.

Portland'5 - Keller Exterior Concrete Panels Repair

Replace Keller Auditorium roof, drains and sheet metal system. Year one of a three year project.

FY 2016-17 Adopted Budget	\$500,000
Dollars spent as of 12-31-16	20,546
CIP estimated cost	500,000
Completion date	TBD

Comments: Repair will not begin in FY17. Assessment was completed, but actual repair is deferred until full city seismic study is completed

Metropolitan Exposition Recreation Commission (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Portland'5 - AHH - FOH Elevator Overhaul

FY 2016-17 Adopted Budget	\$480,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	480,000
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Comments: Scope development on track (cPMO)

Completion date	06/30/2017
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Portland'5 - AHH Fire Alarm System

FY 2016-17 Adopted Budget	\$175,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	175,000
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Comments: Design well underway, in PF&R approval stages now, expect on time completion (cPMO)

Completion date	06/30/2017
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Portland'5 - AHH Cooling Tower Replacement

FY 2016-17 Adopted Budget	\$50,000
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Dollars spent as of 12-31-16	5,254
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CIP estimated cost	400,000
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Comments: Scoping and design on track (cPMO)

Completion date	06/30/2017
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Portland'5 - ASCH Portland Sign refurbishment

Replace Keller Auditorium roof, drains and sheet metal system. Year one of a three year project.

FY 2016-17 Adopted Budget	\$360,000
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Dollars spent as of 12-31-16	4,517
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CIP estimated cost	TBD
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Comments: Bids in, award pending (cPMO)

Completion date	06/30/2017
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Portland'5 - ASCH Shell Rigging Overhaul

FY 2016-17 Adopted Budget	\$150,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	70,000
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Comments: Design change will simplify and reduce cost to approx \$70,000

Completion date	06/30/2017
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Metropolitan Exposition Recreation Commission (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Portland'5 - Newmark & Winningstad Stage Floors

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	63,650
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Completed project cost	63,650
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Comments: Project complete.

Completion date	11/30/2016
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Portland'5 - AHH-Backstage Elevator Overhaul

Includes new operational systems, motor, power supply, seismic/safety/ADA improvements

FY 2016-17 Adopted Budget	\$235,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	235,000
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Comments: Scope development on track (cPMO)

Completion date	06/30/2017
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Portland'5 - Newmark Lighting System Overhaul Phase III

FY 2016-17 Adopted Budget	\$130,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	130,000
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Comments: Bids are on the street as of 2/2/2017

Completion date	09/15/2017
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Portland'5 -AHH/ASCH/Keller - Improvements/Renovations

Includes Stage Door/Backstage/Box Office Area/Reh Hall Improvements

FY 2016-17 Adopted Budget	\$241,719
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Dollars spent as of 12-31-16	3,961
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CIP estimated cost	250,000
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Comments: One full project has been completed in this on-call list.

Completion date	06/30/2017
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Portland'5 - Portable Concession Kiosks

FY 2016-17 Adopted Budget	\$168,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	168,000
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Comments: Project on hold indefinitely, Aramark

Completion date	TBD
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Metropolitan Exposition Recreation Commission (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Portland'5 - Keller Electrical Panel Replacement

FY 2016-17 Adopted Budget	\$25,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	325,000
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Comments: Combined with switchgear project below

Completion date	06/30/2018
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Portland'5 - Keller Main Switchgear

Includes new operational systems, motor, power supply, seismic/safety/ADA improvements

FY 2016-17 Adopted Budget	\$25,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	325,000
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Comments: Combined with above. On Track, contracting underway

Completion date	06/30/2018
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Portland'5 - Keller LED Lighting Conversion

FY 2016-17 Adopted Budget	\$110,635
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Dollars spent as of 12-31-16	-
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CIP estimated cost	63,650
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Comments: D&E moved to FY18, construction FY19.

Completion date	06/30/2019
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Portland'5 - Keller North Concession Remodel

Aramark Project

FY 2016-17 Adopted Budget	\$150,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	150,000
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Comments: On hold indefinitely in favor of other projects

Completion date	TBD
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Oregon Zoo

FY 2016-17 Capital Projects status through December 31, 2016

Zoo Renewal and Replacement Projects

All zoo renewal and replacement projects less than \$100,000.

Comments: List has been updated and prioritized to reflect a recent facilities condition assessment report

FY 2016-17 Adopted Budget	\$872,483
Dollars spent as of 12-31-16	170,466
CIP estimated cost	n/a
Completion date	Ongoing

Admin Building HVAC Units

Replaces 4 units.

Comments: Project estimates coming in over budgeted amount

FY 2016-17 Adopted Budget	\$118,849
Dollars spent as of 12-31-16	-
CIP estimated cost	TBD
Completion date	06/30/2017

Railroad Roundhouse Roof

Comments: Part of comprehensive roof replacement project

FY 2016-17 Adopted Budget	\$128,883
Dollars spent as of 12-31-16	-
CIP estimated cost	96,400
Completion date	TBD

Way-Finding Sign System

Comments: On track.

FY 2016-17 Adopted Budget	\$152,295
Dollars spent as of 12-31-16	-
CIP estimated cost	152,295
Completion date	06/30/2017

Polar Bear Habitat

Comments: On track.

FY 2016-17 Adopted Budget	\$1,710,722
Dollars spent as of 12-31-16	405,464
CIP estimated cost	22,707,853
Completion date	06/30/2019

Oregon Zoo (continued)**FY 2016-17 Capital Projects status through December 31, 2016****Steller Cove Chiller Replacement**

	FY 2016-17 Adopted Budget	-
	Dollars spent as of 12-31-16	49,738
	CIP estimated cost	660,000
Comments: Substantially complete, coming in closer to \$660,000 with an offsetting incentive of \$98,000.	Completion date	06/30/2017

One Percent For Art

	FY 2016-17 Adopted Budget	\$112,656
	Dollars spent as of 12-31-16	102,763
	CIP estimated cost	327,456
Comments: On track.	Completion Date	06/30/2019

Zoo Bond Interpretives

	FY 2016-17 Adopted Budget	\$287,790
	Dollars spent as of 12-31-16	126,839
	CIP estimated cost	287,790
Comments: On track.	Completion date	TBD

Zoo Train Renovation

Multi-year project that includes refurbishing engines and cars on the popular zoo train.	FY 2016-17 Adopted Budget	\$1,225,000
	Dollars spent as of 12-31-16	35,950
	CIP estimated cost	1,225,000
Comments: On hold pending analysis of track route	Completion date	TBD

Primate & Rhino Habitat

	FY 2016-17 Adopted Budget	\$84,808
	Dollars spent as of 12-31-16	16,969
	CIP estimated cost	14,240,221
Comments: On track.	Completion date	06/30/2020

Oregon Zoo (continued)**FY 2016-17 Capital Projects status through December 31, 2016****Education Center**

The education center will provide flexible and engaging education program activity spaces for camps, classes, and zoo visitor and program partner use.

Comments: On track.

FY 2016-17 Adopted Budget	\$7,238,798
Dollars spent as of 12-31-16	6,468,205
CIP estimated cost	17,504,125
Completion date	06/30/2017

Parks and Nature

FY 2016-17 Capital Projects status through December 31, 2016

Regional Parks Renewal and Replacement

All parks renewal and replacement projects less than \$100,000.

FY 2016-17 Adopted Budget	\$632,602
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Dollars spent as of 12-31-16	44,539
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CIP estimated cost	n/a
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Comments: All FY16 projects less than \$100K carried forward to FY17

Completion date	ongoing
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Parks Fleet Replacements

Design and engineering phase.

FY 2016-17 Adopted Budget	\$207,938
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Dollars spent as of 12-31-16	26,449
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CIP estimated cost	TBD
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Comments: Contract with design consultant nearly complete.

Completion date	ongoing
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Willamette Falls Riverwalk

Design and engineering phase.

FY 2016-17 Adopted Budget	\$1,340,582
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Dollars spent as of 12-31-16	494,633
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CIP estimated cost	TBD
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Comments: Contract with design consultant nearly complete. Includes \$1M from Natural Areas Bond

Completion date	TBD
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Glendoveer Golf Cart Path Asphalt

FY 2016-17 Adopted Budget	\$160,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	160,000
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Comments: Project on-hold pending review of facility needs at Glendoveer.

Completion date	TBD
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Oxbow Park Campground Road

FY 2016-17 Adopted Budget	\$100,750
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Dollars spent as of 12-31-16	127,553
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CIP estimated cost	178,120
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Comments: On track.

Completion date	TBD
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Parks and Nature (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Oxbow Park Gravel Trails

FY 2016-17 Adopted Budget	\$252,404
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Dollars spent as of 12-31-16	-
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CIP estimated cost	252,404
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Comments: On-hold due to staff capacity and other projects at Oxbow.

Completion date	TBD
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St. Johns Prairie Trail & Overlook

FY 2016-17 Adopted Budget	\$150,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	150,000
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Comments: Bulk of project in FY18.

Completion date	TBD
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Parks Levy - Smith & Bybee Water Control Structure

FY 2016-17 Adopted Budget	\$160,000
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Dollars spent as of 12-31-16	16,000
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CIP estimated cost	160,000
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Comments: Permits were not obtained for FY17. Will be completed in FY18.

Completion date	06/30/2018
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Parks Levy - Oxbow Office

FY 2016-17 Adopted Budget	\$800,000
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Dollars spent as of 12-31-16	37,876
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CIP estimated cost	1,000,000
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Comments: On hold and reviewing options.

Completion date	TBD
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Parks Levy - Oxbow Cabins

FY 2016-17 Adopted Budget	\$200,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	200,000
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Comments: Project eliminated.

Completion date	Cancelled
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Parks and Nature *(continued)*

FY 2016-17 Capital Projects status through December 31, 2016

Parks Levy - Blue Lake Office

FY 2016-17 Adopted Budget	\$80,000
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Dollars spent as of 12-31-16	9,569
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CIP estimated cost	660,000
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Comments: On hold and reviewing options

Completion date	10/31/2017
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Parks Levy - Oxbow Nature Play Area

FY 2016-17 Adopted Budget	\$219,737
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Dollars spent as of 12-31-16	9,907
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CIP estimated cost	284,373
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Comments: Project is under construction.

Completion date	06/30/2017
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Parks Levy - Blue Lake Curry Yard Improvements

FY 2016-17 Adopted Budget	\$450,000
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Dollars spent as of 12-31-16	364,907
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Completed project cost	608,991
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Comments: Complete

Completion date	01/31/2017
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Parks Levy - Sauvie Island Boat Ramp Dock Replacement

FY 2016-17 Adopted Budget	\$125,000
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Dollars spent as of 12-31-16	669
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CIP estimated cost	125,000
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Comments: Project will be complete in Spring 2017.

Completion date	TBD
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Parks Levy - Killin Design and Construction

FY 2016-17 Adopted Budget	\$250,000
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Dollars spent as of 12-31-16	65,954
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CIP estimated cost	825,000
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Comments: On track.

Completion date	10/31/2017
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Parks and Nature (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Parks Levy - Newell Design and Construction

FY 2016-17 Adopted Budget	\$250,000
------------------------------	-----------

Dollars spent as of 12-31-16	33,962
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CIP estimated cost	1,435,000
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Comments: On track.

Completion date	12/31/2017
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Parks Levy - Chehalem Ridge Comprehensive Planning

FY 2016-17 Adopted Budget	\$175,000
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Dollars spent as of 12-31-16	35,955
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CIP estimated cost	4,365,000
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Comments: On track. Includes funding from Natural Areas Bond and Levy.

Completion date	12/31/2018
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Parks Levy - Tualatin Forest (Burlington Forest/McCarty/Ennis)

FY 2016-17 Adopted Budget	\$250,000
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Dollars spent as of 12-31-16	5,826
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CIP estimated cost	777,500
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Comments: On track.

Completion date	06/30/2018
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Parks Levy - Richardson Creek Restoration

FY 2016-17 Adopted Budget	\$675,000
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Dollars spent as of 12-31-16	2,174
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CIP estimated cost	675,000
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Comments: On track.

Completion date	06/30/2017
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Parks Levy - Multnomah Channel Water Control Structures

FY 2016-17 Adopted Budget	\$170,000
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Dollars spent as of 12-31-16	922
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CIP estimated cost	170,000
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Comments: Permits were not obtained for FY17. Project will be complete in FY18.

Completion date	TBD
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Parks and Nature (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Terramet Database Improvements		
	FY 2016-17 Adopted Budget	\$200,000
	Dollars spent as of 12-31-16	82,579
	CIP estimated cost	1,000,000
Comments: Includes funding from General Fund, Levy and Natural Areas Bond	Completion date	06/30/2017
Interactive Park Map (zoo)		
	FY 2016-17 Adopted Budget	\$103,000
	Dollars spent as of 12-31-16	43,300
	CIP estimated cost	103,000
Comments: Project will be complete in Spring 2017.	Completion date	05/31/2017
Natural Areas Acquisition		
Voters approved a \$224.7 million General Obligation Bond Measure to acquire natural areas for the purpose of water quality and habitat protection.	FY 2016-17 Adopted Budget	\$7,000,000
	Dollars spent as of 12-31-16	5,444,825
	CIP estimated cost	120,302,250
Comments: Ongoing	Completion date	06/30/2020
Bakers Ferry Stream Stabilization		
	FY 2016-17 Adopted Budget	\$275,000
	Dollars spent as of 12-31-16	416,706
	CIP estimated cost	416,706
Comments: On track.	Completion date	TBD
Sellwood Gap		
	FY 2016-17 Adopted Budget	\$687,000
	Dollars spent as of 12-31-16	562,772
	CIP estimated cost	837,000
Comments: On track.	Completion date	TBD

Parks and Nature *(continued)*

FY 2016-17 Capital Projects status through December 31, 2016

Tualitan River Launch

FY 2016-17 Adopted Budget	\$688,500
------------------------------	-----------

Dollars spent as of 12-31-16	469,077
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CIP estimated cost	888,500
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Comments: Project will be complete in Spring 2017.

Completion date	05/31/2017
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Chimney Pk Trail and Columbia Blvd Br. Xing

Multi-year restoration project

FY 2016-17 Adopted Budget	\$300,000
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Dollars spent as of 12-31-16	4
---------------------------------	---

CIP estimated cost	3,680,511
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Comments: IGA is negotiated with ODOT. Need to complete IGA with the City of Portland.

Completion date	06/30/2019
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East Buttes

Public access and safety improvements

FY 2016-17 Adopted Budget	\$125,000
------------------------------	-----------

Dollars spent as of 12-31-16	15,159
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CIP estimated cost	2,000,000
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Comments: On track.

Completion date	06/30/2019
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Franno Creek

Public access and safety improvements

FY 2016-17 Adopted Budget	\$225,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	800,000
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Comments: On track.

Completion date	06/30/2019
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Marine Drive

Regional trail project

FY 2016-17 Adopted Budget	\$200,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	2,500,000
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Comments:

Completion date	06/30/2019
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Parks and Nature (continued)

FY 2016-17 Capital Projects status through December 31, 2016

North Columbia Slough Bridge

FY 2016-17 Adopted Budget	\$80,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	2,451,000
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Comments: Project on-hold. This was match for a grant that was not received.

Completion date	06/30/2019
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Orenco Nature Park Sale

Multi-year restoration and public access project

FY 2016-17 Adopted Budget	\$1,670,000
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Dollars spent as of 12-31-16	21,036
---------------------------------	--------

CIP estimated cost	4,109,891
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Comments: Grand opening on 2/4/2017.

Completion date	02/04/2017
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River Island Restoration

Multi-year restoration and public access project

FY 2016-17 Adopted Budget	\$6,000,000
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Dollars spent as of 12-31-16	3,466,183
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CIP estimated cost	7,737,000
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Comments: Project will be complete this FY.

Completion date	06/30/2017
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Property and Environmental Services

FY 2016-17 Capital Projects status through December 31, 2016

Metro Regional Center Renewal and Replacement

All MRC renewal and replacement projects less than \$100,000.

Comments: Includes conference room tables, lighting panels and the MRC drainage system and plaza annex roof.

FY 2016-17 Adopted Budget	\$184,739
Dollars spent as of 12-31-16	8,955
CIP estimated cost	n/a
Completion date	Ongoing

MRC Building Envelope

Comments: RFB to be issued in February for work to begin in Spring 2017.

FY 2016-17 Adopted Budget	\$243,000
Dollars spent as of 12-31-16	-
CIP estimated cost	403,000
Completion date	06/30/2017

MRC Roof

Comments: RFB to be issued in February for work to begin in Spring 2017.

FY 2016-17 Adopted Budget	\$1,111,259
Dollars spent as of 12-31-16	11,424
CIP estimated cost	1,172,541
Completion date	TBD

MRC Space Plan Remodel

Comments: Contracted work for budgeted amount of \$440,000 is complete. Awaiting direction from COO and DCOO on projects next steps.

FY 2016-17 Adopted Budget	\$326,000
Dollars spent as of 12-31-16	169,581
CIP estimated cost	440,400
Completion date	TBD

MRC Central Environmental System

Upgrade controllers and software dedicated to the building HVAC and lighting systems.

Comments: This work will be done in conjunction with the MRC Rooftop Airhandler replacement project noted below. We are waiting for direction on MRC Master Plan from COO and DCOO so that we know what sort of space the controllers and units need to serve. We will begin D&E work on this project as soon as we get that direction. Hoping to begin that in February.

FY 2016-17 Adopted Budget	\$126,800
Dollars spent as of 12-31-16	-
CIP estimated cost	126,800
Completion date	06/30/2018

Property and Environmental Services (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Table 6 Tenant Improvements

	FY 2016-17 Adopted Budget	\$280,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	300,000
	Completion date	TBD
Comments: To be carried forward To FY18. Conversations with Table 6 about scope of TI's are still ongoing. Martha is aware of the details on this.		
MRC Rooftop Airhandler RAC (Units 1-4)		
	FY 2016-17 Adopted Budget	\$75,000
	Dollars spent as of 12-31-16	-
	Completed project cost	1,499,434
	Completion Date	TBD
Comments: This work will be done in conjunction with the MRC Central Environmental System replacement project noted above. We are waiting for direction on MRC Master Plan from COO and DCOO so that we know what sort of space the controllers and units need to serve. We will begin D&E work on this project as soon as we get that direction. Hoping to begin that in February.		
MRC Security System (Includes CF)		
	FY 2016-17 Adopted Budget	\$145,600
	Dollars spent as of 12-31-16	-
	CIP estimated cost	175,600
	Completion date	TBD
Comments: PO we requested is expected this week and as soon as we get it contractor will begin work		
MRC Fleet Replacements and Motor Pool Additions		
	FY 2016-17 Adopted Budget	\$158,360
	Dollars spent as of 12-31-16	23,788
	CIP estimated cost	n/a
	Completion date	ongoing
Comments: Fleet coordinator has ordered all agency vehicles and equipment scheduled to be replaced this FY. Awaiting arrival of most.		
Solid Waste Renewal and Replacement		
	FY 2016-17 Adopted Budget	\$416,250
	Dollars spent as of 12-31-16	82,818
	CIP estimated cost	n/a
	Completion date	ongoing
Comments:		

Property and Environmental Services (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Regulatory Affairs TL3 Grapple Truck		
	FY 2016-17 Adopted Budget	\$145,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	145,000
Comments: Purchasing a truck with trailer instead of grapple. Spending expected at \$90,000 total in this FY.	Completion date	TBD
SW Fleet (incl. carryforward)		
	FY 2016-17 Adopted Budget	\$138,800
	Dollars spent as of 12-31-16	29,723
	CIP estimated cost	712,592
Comments:	Completion date	
Metro Central - Annual Concrete Repair		
	FY 2016-17 Adopted Budget	\$50,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	50,000/yr
Comments: ORPIN posting dropped until operations gives dates	Completion date	ongoing
MSS Pit Wall Refurbishment		
	FY 2016-17 Adopted Budget	\$110,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	110,000
Comments: Necessary inspection and testing postponed until better access is made available.	Completion date	TBD
Metro South Bays - 1&2 Ventilations System		
	FY 2016-17 Adopted Budget	\$140,000
	Dollars spent as of 12-31-16	-
	CIP estimated cost	140,000
Comments: Improved maintenance; postponed until needed	Completion date	TBD

Property and Environmental Services (continued)

FY 2016-17 Capital Projects status through December 31, 2016

MSS HHW Roof Replacement (incl CF)

FY 2016-17 Adopted Budget	\$250,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	250,000
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Comments: Now estimating replacement at 2x budget. Lower cost repair options to be considered

Completion date	TBD
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2nd Floor PES Furniture Replacement

FY 2016-17 Adopted Budget	\$550,000
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Dollars spent as of 12-31-16	13,361
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CIP estimated cost	550,000
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Comments: Furniture is on order; work expected in March

Completion date	06/30/2017
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Metro Central - Compactor #1

FY 2016-17 Adopted Budget	\$400,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	1,400,000
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Comments: RFP in final review

Completion date	12/31/2017
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Metro South - Compactor #1

FY 2016-17 Adopted Budget	\$400,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	1,400,000
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Comments: RFP in final review

Completion date	12/31/2017
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Metro Central - Replace Slow Speed Shredder

FY 2016-17 Adopted Budget	\$550,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	550,000
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Comments: Changing operations

Completion date	Cancelled
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Property and Environmental Services (continued)**FY 2016-17 Capital Projects status through December 31, 2016****Metro Central Stormwater Improvements**

This project would improve the removal of solids from our storm water discharge by designing and constructing a filtration system to collect and treat the areas behind the site where most solids are collected.

FY 2016-17 Adopted Budget	\$800,000
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Dollars spent as of 12-31-16	532,355
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CIP estimated cost	1,700,000
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Completion date	03/31/2017
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Comments: Substantially complete 9/30/16; testing and tuning continue; contract close out under way.

Metro Central Organics Improvements

FY 2016-17 Adopted Budget	\$230,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	230,000
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Completion date	
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Comments: Operational changes & long term outlook have kept this project on hold.

Metro South - Truck Entrance/Exit Improvements

This project will add cameras to provide better monitoring and documentation of operations and site activities.

FY 2016-17 Adopted Budget	\$75,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	115,728
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Completion date	TBD
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Comments: IS is reviewing proposals.

Metro South - Camera Expansion

This project will add cameras to provide better monitoring and documentation of operations and site activities.

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	-
---------------------------------	---

CIP estimated cost	100,000
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Completion date	TBD
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Comments: IS has hired a consultant; working out roles and scopes.

Metro Central - Camera Expansion

This project will add cameras to provide better monitoring and documentation of operations and site activities.

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	-
---------------------------------	---

CIP estimated cost	100,000
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Completion date	TBD
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Comments: IS has hired a consultant; working out roles and scopes.

Property and Environmental Services (continued)

FY 2016-17 Capital Projects status through December 31, 2016

Disposal System (Road Map) Software

Software for Metro's SW Disposal System.

FY 2016-17 Adopted Budget	\$300,000
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Dollars spent as of 12-31-16	81,826
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CIP estimated cost	700,000
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Comments:

Completion date	TBD
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St. Johns - Landfill Remediation

St. Johns Landfill is on the DEQ confirmed release list and inventory, which identifies sites in Oregon where release of hazardous substances into the environment has been confirmed, where further investigation is required and remediation may be needed. Includes Habitat Restoration

FY 2016-17 Adopted Budget	\$400,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	1,510,000
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Comments: Planned project on hold pending other decisions.

Completion date	TBD
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St. Johns - Adapting Flares to Lower Gas Flow Rates

FY 2016-17 Adopted Budget	\$100,000
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Dollars spent as of 12-31-16	-
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CIP estimated cost	205,000
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Comments: Design is 90% complete; original budget/scope has increased.

Completion date	12/31/2017
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TRANSFER STATION RATE TRANSPARENCY

Metro Council Work Session
Tuesday, May 30, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 30, 2017

LENGTH: 30 min.

PRESENTATION TITLE: Transfer Station Rate Transparency

DEPARTMENT: FRS and PES

PRESENTER(S): Tim Collier, x1913, tim.collier@oregonmetro.gov
Tom Chaimov, x1681, tom.chaimov@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Obtain direction from Metro Council on making private transfer station charges more transparent.
- Outcome: Common understanding of local government feedback on rate transparency work to date, and clear delineation of next steps.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

In July 2016, to improve overall transfer system function, Metro Council adopted the Transfer System Configuration Policy and directed the Chief Operation Officer to proceed with its implementation (Resolution 16-4716). The resolution included a number of new policies related to the public-private system of transfer stations that serve the Metro region. One of those policies addresses rate transparency at transfer stations both public and private. This new policy lays out a progressive set of steps that Metro will take to provide local governments with better information for their franchised area rate setting. The steps are as follows:

- Step 1: Estimate the costs of service offered at the public stations, by waste stream. Publish these unit costs to provide a clear, cost-based benchmark for local governments.
- Step 2: Step 1 may not yield sufficient transparency and adequate information to understand the relationship between rates charged and costs. If Step 1 is determined to be inadequate, Metro will conduct an assessment of private wet waste transfer station costs to estimate the various components (*e.g.*, transfer, transport, and disposal) of each transfer station's tip fee. To estimate these components, Metro may make site visits to observe typical operating practices and interview key operations staff, but will not typically access an operator's comprehensive financial records at a detailed level.
- Step 3: If Steps 1 and 2 do not yield sufficient transparency and adequate information to understand the relationship between rates charged and costs, Metro will conduct full rate review at private waste transfer stations, including detailed review of financial records, to determine costs relative to rates charged. Metro may employ an expert third party contractor to conduct such a review.

As a result of Metro Council's direction in Resolution 16-4716, staff conducted analysis to make Metro's own costs for waste handling services more transparent. In particular, Metro's long-standing policy to charge the same rate for wet waste or dry (construction-type) waste obscures what may be real differences in the prices that Metro pays its contractors to handle those types of waste. The goal of the analysis was to provide local government rate setters with rates "sufficiently transparent to allow regulators to judge whether such charges are fair, acceptable, and reasonably related to the costs of services received" as prescribed by the [2008 Regional Solid Waste Management Plan](#)

(Chapter 3, Section 12.0). Metro's cost experience may or may not reflect current "market" costs for services, since Metro's costs derive from contractual terms negotiated seven or more years ago and adjusted per negotiated inflators over that time.

Staff's analysis demonstrates an approximately \$15 per ton differential between Metro's cost of handling wet vs. dry waste last fiscal year (2016-17). In other words, Metro's cost to reload and dispose of a ton of wet waste delivered to Metro South or Central was about \$91 per ton, while the cost of sorting through a ton of dry waste, pulling out recyclables, and landfilling the residual cost Metro about \$106 per ton. Metro Code provides for one blended tip fee for both wet and dry waste accepted at Metro's transfer stations; hence, Metro recovers its total costs by charging the same rate for wet and dry tons.

Metro summarized these findings in a letter to all local government elected officials, city and county administrators, and solid waste and sustainability staff and asked if this provided sufficient transparency. Staff is aware of two letters received in response (to date) expressing appreciation for the added transparency of public rates, and encouragement to continue down a path to make private transfer station rates more transparent. Letters were received from Washington County and the City of Hillsboro (attached).

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does Metro Council have any questions about rate transparency?
2. To what degree would Metro Council like staff to make private transfer station rates more transparent?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- If yes, is draft legislation attached? ☐ Yes ☐ No N/A
- What other materials are you presenting today?

Attachments:

1. Rate Transparency letter from Metro to local governments, dated March 23, 2017
2. Response letter from City of Hillsboro, dated March 31, 2017
3. Response letter from Washington County, dated April 25, 2017
4. A second response letter from City of Hillsboro, dated May 8, 2017



March 23, 2017

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Dear Local Governments:

This letter, and the accompanying attachments, represent the first of potentially several actions to enhance the transparency of public and private solid waste tip fees and costs at transfer stations that accept waste generated from within the Metro region.

In July 2016, to improve overall system function, Metro Council adopted the Transfer System Configuration Policy and directed the Chief Operating Officer to proceed with its implementation (Resolution 16-4716). The resolution included a number of new policies related to the public-private system of transfer stations that serve the citizens of the Metro region. One of those policies seeks to improve rate transparency at all transfer stations. This new policy lays out a progressive set of options that Metro may take to provide local governments with better information for informing their solid waste collection rate setting. Additional options may be triggered based on the feedback and response to Metro from the local governments. The options identified in the resolution's staff report are listed below. These options may be triggered in sequence or together as needed:

- Option 1: Estimate the costs of service offered at the public stations, by waste stream. Publish these unit costs to provide a clear, cost-based benchmark for local governments' reference in rate setting.
- Option 2: Option 1 may not yield sufficient transparency and adequate information to understand the relationship between rates charged and costs. If Option 1 is determined to be inadequate, Metro will conduct an assessment of private wet waste transfer station costs to estimate the various components (*e.g.*, transfer, transport, and disposal) of each station's tip fee. To estimate these components, Metro may make site visits to observe typical operating practices and interview key operations staff, but will not typically access an operator's comprehensive financial records at a detailed level.
- Option 3: If Option 1 and 2 do not yield sufficient transparency and adequate information to understand the relationship between rates charged and costs, Metro will conduct a full detailed rate review at private waste transfer stations, including a detailed review of financial records, to determine costs relative to rates charged. Metro may employ an expert third party contractor to conduct such a review.

After implementing one or more options to improve transparency and provide useful information to local governments, if private tip fees appear to be substantially higher than costs can justify, staff may propose to the Metro Council guidelines to implement rate regulation. Metro has broad legal authority over solid waste, including authority to set rates¹ at private facilities.

¹ ORS 268.317(5) and Metro's Home Rule Charter authority.

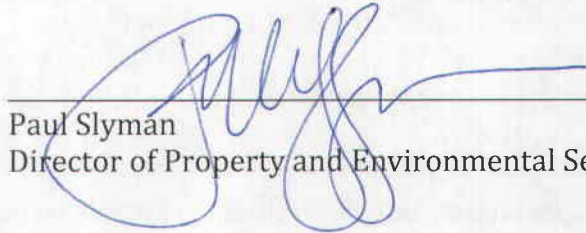
The attached two tables represent Metro's estimate of its own costs of providing various specific services at Metro Central and Metro South transfer stations. Table 1 represents the unit costs for FY16-17 and Table 2 for FY17-18. This breakdown of costs is approximate because a number of assumptions were required to allocate Metro's indirect costs to the appropriate services. At the bottom of each table you will see the per ton tip fee, either the adopted, for FY 16-17, or the proposed for FY17-18. Metro uses a particular waste stream's cost to help establish the tip fee, however this may be adjusted to support or encourage certain Council policy or recovery goals. For example, the commercial organic (food waste) tip fee is less than its estimated unit cost to encourage participation in commercial organic recycling. The Metro rates for FY17-18 are scheduled to go to Council for first reading and public hearing on March 16 and for a vote on March 23.

We hope that you find this information a helpful guide when considering allowable costs for your haulers during rate setting but realize it may have limited use for local haulers that do not use Metro facilities. Metro recognizes that costs vary among the regional facilities, depending on services offered, hours of operation, staffing, throughput, and other factors. Metro welcomes your feedback on whether or not this step toward rate transparency results in rates "sufficiently transparent to allow regulators to judge whether such charges are fair, acceptable, and reasonably related to the costs of services received," as specified in the Regional Solid Waste Management Plan. Metro Council will determine if further options are necessary, based upon feedback from your jurisdiction.

Sincerely,



Tim Collier
Director of Finance
KS/TC/PS:bjl
Attachments



Paul Slyman
Director of Property and Environmental Services

Estimated Unit Costs at Metro Transfer Stations* Based On FY17-18 Tonnage Forecast and Contract Pricing

Description	Wet Mixed Solid Waste	Dry Mixed Solid Waste **	MSW Blended Rate	Clean Wood	Yard Debris	Residential Organics	Commercial Organics
Tons:	353,127	191,930	545,056	1,503	13,225	55,187	16,200
Transaction Fee (Per Load)							
Staffed Scalehouse Equivalent	\$ 10.44	\$ 10.44	\$ 10.44	\$ 10.44	\$ 10.44	\$ 10.44	\$ 10.44
Automated Scalehouse Equivalent	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10	\$ 2.10
Tip Fee							
Tip Fee Components:							
Tonnage Charge Equivalent	\$ 57.85	\$ 73.03	\$ 63.20	\$ 65.21	\$ 48.69	\$ 65.67	\$ 71.63
<i>Covers the cost of Metro's disposal and recovery operations.</i>							
Tonnage Charge Components (Per Ton):							
Fuels - Waste Transport	\$4.48	\$4.25	\$4.40	\$0.00	\$0.00	\$0.00	\$0.00
Disposal Fees - Landfill	\$17.66	\$16.75	\$17.34	\$0.00	\$0.00	\$0.00	\$0.00
Waste Transport	\$19.34	\$18.34	\$18.99	\$0.00	\$0.00	\$0.00	\$0.00
Transfer Station Operations	\$9.69	\$25.75	\$15.34	\$61.61	\$45.83	\$7.36	\$10.08
Organics Processing Fees	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$54.59	\$57.66
General & Administrative Cost	\$6.69	\$7.95	\$7.13	\$3.60	\$2.86	\$3.72	\$3.89
Fees and Taxes							
<i>Add-on and pass-through charges:</i>							
Regional System Fee	\$ 18.12	\$ 18.12	\$ 18.12	\$ -	\$ -	\$ -	\$ -
<i>Covers costs of regional solid waste programs and services.</i>							
Metro Excise Tax	\$ 10.81	\$ 10.81	\$ 10.81	\$ -	\$ -	\$ -	\$ -
<i>Contributes toward Metro general government revenue.</i>							
DEQ Fees	\$ 1.82	\$ 1.82	\$ 1.82	\$ -	\$ -	\$ -	\$ -
<i>Fees collected on behalf of DEQ.</i>							
Enhancement Fee	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
<i>Fee collected on behalf of host communities.</i>							
Total Tip Fee (Per Ton):	\$ 89.60	\$ 104.78	\$ 94.95	\$ 66.21	\$ 49.69	\$ 66.67	\$ 72.63
Proposed Tip Fee (Per Ton):	\$ 94.95	\$ 49.69	\$ 49.69	\$ 66.67	\$ 66.23	\$ 66.23	\$ 66.23
Proposed Transaction Fee (Per Staffed Load):	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00
Proposed Transaction Fee (Per Auto Load):	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00	\$ 2.00

Explanation and Notes on the Table

Disposal Charges: Per Metro Code 5.02.040 Metro charges the same tip fee for loads of mixed waste, whether wet or dry, at both Metro transfer stations.

Adopted Tip Fee: Metro uses a particular waste stream's cost to help establish the tip fee, however this may be adjusted to support or encourage certain Council policy or recovery goals.

Transaction Fees: Users of staffed scales pay the higher fee; users of automated scales pay the lower fee.

Disposal and recovery operations: Include transfer station operations, recovery, oversight, management, maintenance, and capital costs; and the cost of transport, organics processing, and waste disposal.

Regional programs and services: Revenue from the Regional System Fee is dedicated to Metro's regional solid waste programs and services: household hazardous waste, latex paint recovery, waste reduction planning and programs (including waste reduction education), St. Johns Landfill post-closure activities, solid waste facility regulation, and illegal dumpsite monitoring and cleanup. The Regional System Fee is charged on solid waste generated in the region and ultimately disposed. The fee is collected at all landfills and waste-to-energy serving the region, and the Metro stations. Revenue from this fee does not cover any of Metro's direct costs for disposal, transport, and processing operations.

Metro general government. The excise tax is a source of revenue for Metro's general government activities including the Metro Council. Excise taxes are levied on Metro's enterprise activities (including the Oregon Convention Center, Expo, Metro parks, and other activities), and solid waste disposal. As with the Regional System Fee, the solid waste excise tax is charged on solid waste generated in the region and ultimately disposed. It is collected at the same disposal sites as the Regional System Fee.

* The breakdown of cost is approximate because a number of assumptions are required to allocate Metro's indirect costs to the appropriate services.

** Dry Mixed tip fee equivalent includes the costs for handling commercial and self-haul customers.

Estimated Unit Costs at Metro Transfer Stations*
Based On FY16-17 Tonnage Forecast and Contract Pricing

Description	Wet Mixed Solid Waste		Dry Mixed Solid Waste **		MSW Blended Rate		Clean Wood		Yard Debris		Residential Organics		Commercial Organics	
Tons:	329,513		184,446		513,959		1,358		14,065		54,091		15,564	
Transaction Fee (Per Load)														
Staffed Scalehouse Equivalent	\$	10.31	\$	10.31	\$	10.31	\$	10.31	\$	10.31	\$	10.31	\$	10.31
Automated Scalehouse Equivalent	\$	2.02	\$	2.02	\$	2.02	\$	2.02	\$	2.02	\$	2.02	\$	2.02
Tip Fee														
Tip Fee Components:														
Tonnage Charge Equivalent	\$	57.87	\$	72.66	\$	63.18	\$	65.51	\$	47.79	\$	63.62	\$	69.85
Covers the cost of Metro's disposal and recovery operations.														
Tonnage Charge Components (Per Ton):														
Fuels - Waste Transport		\$5.50		\$5.20		\$5.39		\$0.00		\$0.00		\$0.00		\$0.00
Disposal Fees - Landfill		\$18.20		\$17.18		\$17.83		\$0.00		\$0.00		\$0.00		\$0.00
Waste Transport		\$18.72		\$17.68		\$18.35		\$0.00		\$0.00		\$0.00		\$0.00
Transfer Station Operations		\$10.46		\$26.43		\$16.19		\$62.29		\$45.25		\$7.43		\$10.28
Organics Processing Fees		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$53.05		\$56.18
General & Administrative Cost		\$4.99		\$6.17		\$5.41		\$3.22		\$2.54		\$3.15		\$3.39
Fees and Taxes														
Add-on and pass-through charges.														
Regional System Fee	\$	18.49	\$	18.49	\$	18.49	\$	-	\$	-	\$	-	\$	-
Covers costs of regional solid waste programs and services.														
Metro Excise Tax	\$	11.76	\$	11.76	\$	11.76	\$	-	\$	-	\$	-	\$	-
Contributes toward Metro general government revenue.														
DEQ Fees	\$	1.82	\$	1.82	\$	1.82	\$	-	\$	-	\$	-	\$	-
Fees collected on behalf of DEQ.														
Enhancement Fee	\$	1.00	\$	1.00	\$	1.00	\$	1.00	\$	1.00	\$	1.00	\$	1.00
Fee collected on behalf of host communities.														
Total Tip Fee (Per Ton):	\$	90.94	\$	105.73	\$	96.24	\$	66.51	\$	48.79	\$	64.62	\$	70.85
Adopted Tip Fee (Per Ton): \$ 96.25 \$ 48.78 \$ 48.78 \$ 64.61 \$ 66.23														
Adopted Transaction Fee (Per Staffed Load): \$ 10.00 \$ 10.00 \$ 10.00 \$ 10.00 \$ 10.00														
Adopted Transaction Fee (Per Auto Load): \$ 2.00 \$ 2.00 \$ 2.00 \$ 2.00 \$ 2.00														

Explanation and Notes on the Table

Disposal Charges: Per Metro Code 5.02.040 Metro charges the same tip fee for loads of mixed waste, whether wet or dry, at both Metro transfer stations.

Adopted Tip Fee: Metro uses a particular waste stream's cost to help establish the tip fee, however this may be adjusted to support or encourage certain Council policy or recovery goals.

Transaction Fees: Users of staffed scales pay the higher fee; users of automated scales pay the lower fee.

Disposal and recovery operations: Include transfer station operations, recovery, oversight, management, maintenance, and capital costs; and the cost of transport, organics processing, and waste disposal.

Regional programs and services: Revenue from the Regional System Fee is dedicated to Metro's regional solid waste programs and services: household hazardous waste, latex paint recovery, waste reduction planning and programs (including waste reduction education), St. Johns Landfill post-closure activities, solid waste facility regulation, and illegal dumpsite monitoring and cleanup. The Regional System Fee is charged on solid waste generated in the region and ultimately disposed. The fee is collected at all landfills and waste-to-energy serving the region, and the Metro stations. Revenue from this fee does not cover any of Metro's direct costs for disposal, transport, and processing operations.

Metro general government. The excise tax is a source of revenue for Metro's general government activities including the Metro Council. Excise taxes are levied on Metro's enterprise activities (including the Oregon Convention Center, Expo, Metro parks, and other activities), and solid waste disposal. As with the Regional System Fee, the solid waste excise tax is charged on solid waste generated in the region and ultimately disposed. It is collected at the same disposal sites as the Regional System Fee.

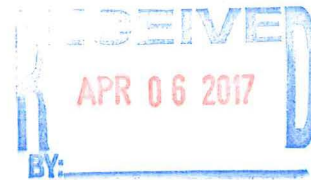
* The breakdown of cost is approximate because a number of assumptions are required to allocate Metro's indirect costs to the appropriate services.

** Dry Mixed tip fee equivalent includes the costs for handling commercial and self-haul customers.



March 31, 2017

Council President Tom Hughes
Councilor Kathryn Harrington



Metro
600 NE Grand Ave
Portland, Oregon 97232

Dear Tom and Kathryn:

Last July, former Mayor Willey sent you a letter expressing our City's concern regarding the lack of oversight and transparency in rates and fees charged for solid waste disposal at the Forest Grove Transfer Station (FGTS), which receives landfill-bound waste from Hillsboro residents and businesses. We are writing in support of your efforts to increase your oversight and the transparency requirements for rates charged at this and other privately-owned facilities that receive waste from within the region.

As is shown on the enclosed graph, over the past several years we have seen a significant increase in the rates charged at the FGTS, and those added costs are borne by Hillsboro people and businesses. The per-ton fee charged at the FGTS in 2012 was \$0.69 higher than the rate at the Metro transfer stations. Today, the fee is \$7.40 higher (at \$102.64 per ton), with the "transaction fee" having increased from \$3.00 per load in 2010 to \$22.00 today. We remain concerned that there is no information to justify these increases.

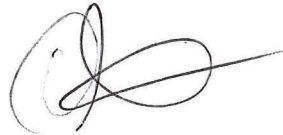
We are also concerned, given the limited information provided in the attached letter from Waste Management, whether rate increases are justified by their costs incurred in areas outside of Hillsboro, and indeed beyond Oregon.

As you consider options to increase rate transparency at the private facilities, we urge you to ensure that the information required to justify rates meets at least the established standard for the Metro transfer stations. In years past, when rates at the Metro and private facilities were similar, the private operators used the Metro rate actions to justify their own rate increases. Now that their rates are substantially higher than those charged at the Metro transfer stations, they should be required to justify in detail why increases are needed. We applaud your efforts over the past several years to control fees charged at the Metro transfer stations, and we support and encourage your efforts to bring greater transparency to private facilities, in order to protect our people and businesses from unabated and potentially unjustified cost increases.

Sincerely,



Steve Callaway,
Mayor



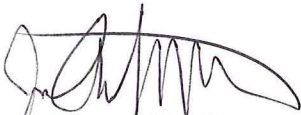
Olivia Alcaire,
City Councilor



Kyle Allen,
City Councilor



Darell Lumaco,
City Councilor



Anthony Martin,
City Councilor



Fred Nachtigal,
City Councilor



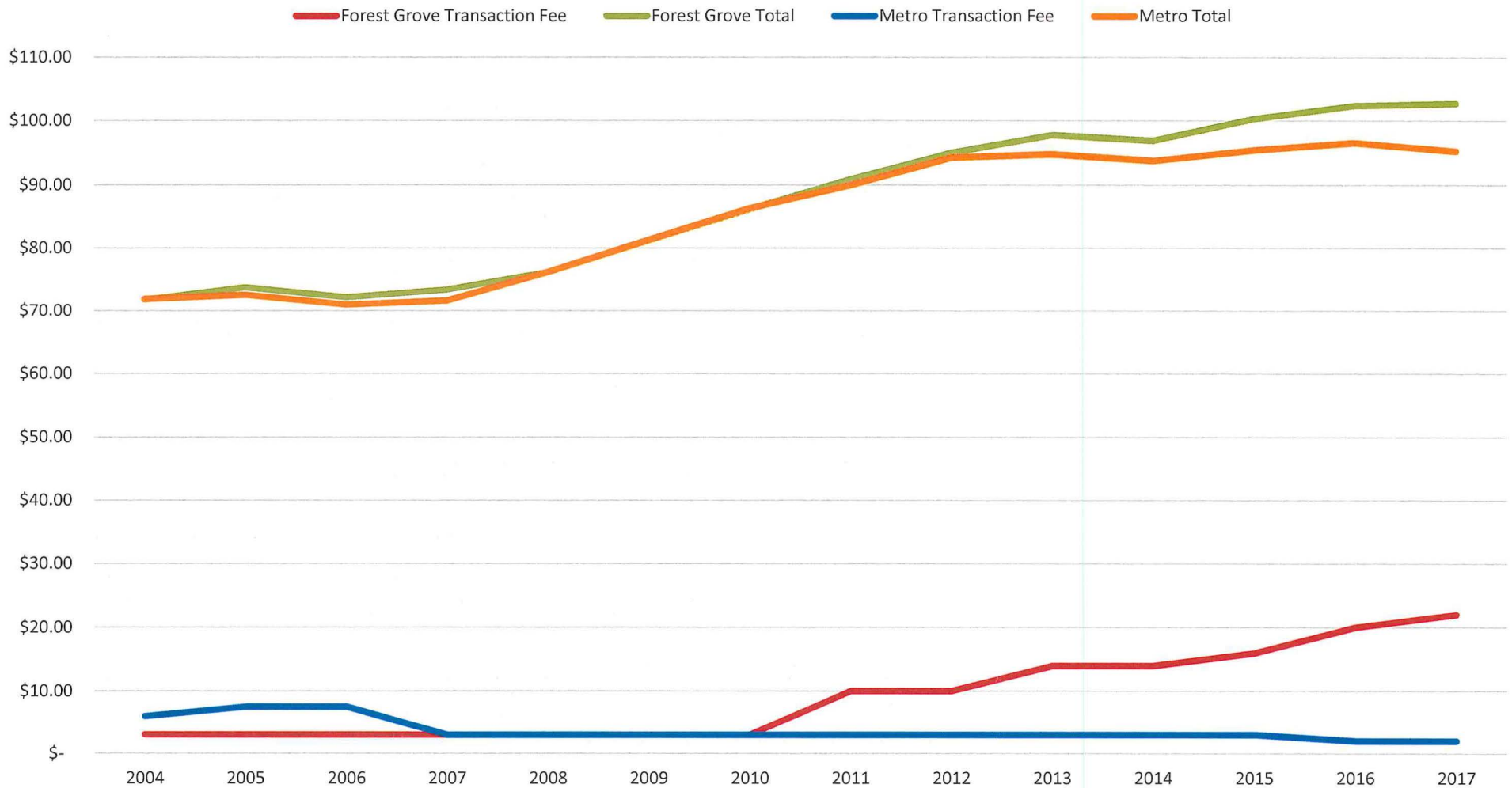
Rick Van Beveren,
City Councilor

cc: Metro Councilor Shirley Craddick
Metro Councilor Carlotta Collette
Metro Councilor Craig Dirksen
Metro Councilor Sam Chase
Metro Councilor Bob Stacey
Martha Bennett, Metro
Tom Chaimov, Metro
Michael Brown, City of Hillsboro

Encl: Metro Transfer Station / Forest Grove Transfer Station Rate History Comparison
November 2016 Waste Management Rate Letter
July 2016 Letter from Mayor Willey

Solid Waste Tip Fee History

Metro Transfer Stations and Waste Management Forest Grove Station





Waste Management
1525 B Street
Forest Grove, OR 97116

November 23, 2016

Subject: Environmental Increase Effective January 1, 2017

Dear Valued Customer:

Waste Management is proud to continue to provide you with the most professional, reliable and affordable services available. It is our goal to ensure that we handle the transportation and disposal of your waste safely and in accordance with Federal, State and local regulations.

We strive to control our costs to provide you with a competitive disposal rate. As you are aware, business-operating costs, regardless of the industry have continued to increase over the past year. This is true for Waste Management as well, despite our efforts to reduce such costs. **Effective January 1, 2017, the Environmental Charge will increase to a flat per load rate of \$11.00 for small loads or \$22.00 for large loads.**

The Environmental Charge allows us to cover company-wide costs throughout North America associated with operating our collection, transfer, recycling and landfill operations in a safe and environmentally responsible manner and to achieve an acceptable operating margin. These costs include expenses associated with environmental compliance, such as landfill development, environmental testing, and maintenance of environmental systems at our facilities.

For further details, please visit www.wm.com/fec or call 503-575 8133. As always, we thank you for your business and we appreciate your continued support of our efforts to remain the leader in environmental service, protection and compliance.

Sincerely,

Waste Management FG



July 1, 2016

Council President Tom Hughes
Councilor Kathryn Harrington

Metro
600 NE Grand Ave
Portland, Oregon 97232

Dear Tom and Kathryn:

We have seen a significant increase in the last four years in the rates charged at the private solid waste transfer station in Forest Grove. The per-ton fee charged in 2012 was \$0.69 higher than the rate at the Metro transfer stations. Today, the fee is \$5.82 higher (at \$102.36 per ton), with the "transaction fee" having increased from \$3.00 per load in 2010 to \$20.00 today. We are concerned that there is little justification or oversight for these increases.

With little to no transparency to support cost increases, our rate payers are subject to an ever-increasing burden. Due to distance and traffic congestion, our franchised waste haulers have little realistic alternative to the Forest Grove facility, and the added costs are passed through to the customer. If the haulers decide it is cost effective for them to take material to another more distant facility, efficiencies are lost, resulting in higher fuel use, costs, greenhouse gas emissions, and other impacts.

I understand that Metro Council will soon consider from three options provided by Metro staff to increase rate transparency at these facilities. I support these options to bring greater transparency to this and other private facilities, in order to protect our citizens and businesses from unabated cost increases.

Sincerely,

Mayor Jerry W. Willey
City of Hillsboro

Cc: Councilor Shirley Craddick
Councilor Carlotta Collette
Councilor Craig Dirksen
Councilor Sam Chase
Councilor Bob Stacey
Martha Bennett, Metro
Tom Chaimov, Metro
Michael Brown, City of Hillsboro .



WASHINGTON COUNTY OREGON

April 25, 2017

President Tom Hughes
METRO
600 NE Grand Avenue
Portland OR 97232

Dear President Hughes,

Last July, I sent you a letter expressing Washington County's support for Metro to consider new options to improve the transparency of how disposal fees at public and private transfer stations are calculated. Since then, Metro has taken the first step to fulfill the policy direction of increasing transparency by providing cost and rate setting information for its own transfer stations. Having reviewed the analysis provided by Tim Collier and Paul Slyman on this topic, we applaud your efforts and urge you to continue this work.

Washington County supports progressing to a full, detailed rate review of private waste transfer stations. By Metro conducting such a review, it would provide Washington County with the transparency needed to help us determine if the fees charged for the transfer of waste are fair, just and reasonable as they relate to the cost of services received by our residents and businesses.

As noted in our July 2016 letter, the rates at the Forest Grove transfer station have increased substantially compared to the rates charged at Metro's transfer stations. The per ton fee charged at the Forest Grove Transfer Station has historically been very close to Metro transfer station fees. Today, it's more than \$7.00 higher. The 'environmental charge' has also increased from \$3.00 a load in 2010 to \$22.00 today. Our haulers have few realistic alternatives to using the Forest Grove transfer station. We remain concerned that there appears to be little justification or oversight of these rate increases that are passed onto our rate payers. We appreciate your efforts to bring transparency to Metro transfer station rates and encourage you to bring the same level of transparency to private transfer facility rates as well.

Sincerely,

Andy Duyck
Chairman, Washington County Board of Commissioners

cc: Metro Councilors
Washington County Board of Commissioners
County Administrator Bob Davis
Metro CEO Martha Bennett
HHS Director Marni Kuyl



May 8, 2017

Martha Bennett
Chief Operating Officer
Metro
600 NE Grand Ave
Portland, Oregon 97232

Dear Martha:

We received the March 23 letter from Paul Slyman regarding the efforts of Metro to “improve rate transparency at all transfer stations” that receive waste generated within the region. As you may know, since 2010 we have seen a dramatic and unabated increase in rates charged by Waste Management, owner and operator of both the Forest Grove Transfer Station (FGTS), which receives landfill-bound waste from Hillsboro, and the Hillsboro Landfill, which receives a sizable portion of the yard debris collected from Hillsboro homes and businesses. We remain very concerned about the lack of transparency to justify rate increases that have far exceeded those at the public facilities since 2010. Metro has authority to require rate transparency. We have noticed Metro moving quickly to exercise its authority in other areas, such as the action to redirect waste from the Riverbend Landfill, and felt that there was limited notice or engagement with local governments in doing so. Comparatively, there has been only very small and incremental action related to fee increases at the private facilities.

Year	Tip Fee Cost Per Ton – FGTS	Transaction Fee Cost Per Load ¹ – FGTS	Total Fees Per Ton – FGTS	Tip Fee Cost Per Ton – Metro TS's	Transaction Fee Cost Per Load ² – Metro TS's	Total Fees Per Ton – Metro TS's	Total Fees Difference – FGTS vs Metro TS's
2017	\$99.50	\$22.00	\$102.64	\$94.95	\$2.00	\$95.24	+\$7.40
2016	\$99.50	\$20.00	\$102.36	\$96.25	\$2.00	\$96.54	+\$5.82
2015	\$98.00	\$16.00	\$100.29	\$94.98	\$3.00	\$95.41	+\$4.88
2014	\$94.85	\$14.00	\$96.85	\$93.33	\$3.00	\$93.76	+\$3.09
2013	\$95.73	\$14.00	\$97.73	\$94.33	\$3.00	\$94.76	+\$2.97
2012	\$93.53	\$10.00	\$94.96	\$93.84	\$3.00	\$94.27	+\$0.69
2011	\$89.43	\$10.00	\$90.86	\$89.53	\$3.00	\$89.96	+\$0.90
2010	\$85.75	\$3.00	\$86.18	\$85.85	\$3.00	\$86.28	-\$0.10
2009	\$80.75	\$3.00	\$81.18	\$80.78	\$3.00	\$81.21	-\$0.03
2008	\$75.75	\$3.00	\$76.18	\$75.75	\$3.00	\$76.18	\$0

As the rate history table shows, there is now a difference between Forest Grove Transfer Station and the Metro facilities amounting to \$7.40 per ton, and we are not confident that the increases will stop. When considering that over 70,000 tons from Hillsboro go through the Forest Grove facility, and over 123,000 tons from west side jurisdictions, that cost delta is substantial.

¹ This amount is factored by load, with the average load at seven tons, so the additional cost is factored at \$3.14 per ton.

² Similar to Forest Grove, the transaction fee has been estimated per ton based on average load size.

Mr. Slyman states that the hope is that greater transparency will help local governments set their local rates. We have no transparency at present with the Forest Grove facility, and we can set rates without it. What we do need is transparency to justify their rate increases in order to protect our constituents from unabated increases. Waste Management, up until 2010, was content to fully describe the justification for increases as detailed by the Metro rate actions – although there was no direct link between the rates at the Metro and private facilities. Today, that justification is gone – replaced by one that reads “This increase is necessary to cover the additional operational costs and changes in fees and taxes.” In fact, in the 2016 rate increase letter for the Hillsboro Landfill, they cited their justification as an increase “...driven by the costs associated with Metro taxes and the fees associated with DEQ.” Why, then, are the rates charged by Waste Management at the Hillsboro Landfill over 7% higher than those charged by Metro? It does not make sense or pass the sniff test. Further, we have not seen any letter regarding the recent major increase in disposal costs for yard debris at the Hillsboro Landfill – where the rate is now between \$5.00 and \$16.00 higher than other facilities in our area. Has there been an attempt to justify that increase? Without being required to do so, it appears the answer is “no”.

What exacerbates our frustration in the lack of action by Metro on this issue is that jurisdictions on the west side do not have a realistic alternative to the Forest Grove Transfer Station. We can explore the diversion of yard debris from the Hillsboro Landfill to other facilities, with some significant logistical and transportation impacts for the affected haulers and our community, but we do not have that luxury with landfill-bound waste. We are entirely at the behest of the private facility that is not only becoming prohibitively expensive, but it also is not well situated for the long term and does not provide other value-add services that customers of the Metro transfer stations enjoy.

We urge you to use your authority to require ALL facilities receiving waste from the region to provide at least the established level of rate setting detail that Mr. Slyman included in his letter for the Metro facilities. We also ask that you work with us to determine the true, long-term solution for waste transfer for the hundreds of thousands of west side customers, to ensure the long-term equity of service for the entirety of the region. We stand ready to work with you to achieve those ends.

Sincerely,



Michael Brown
City Manager

cc: Hillsboro City Council
Rob Dixon, Assistant City Manager
Peter Brandom, Senior Project Manager

RTP CALL FOR PROJECTS

Metro Council Work Session
Tuesday, May 30, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 30, 2017

LENGTH: 45 minutes

PRESENTATION TITLE: Building the 2018 RTP Investment Strategy

DEPARTMENT: Planning and Development

PRESENTERS: Elissa Gertler and Kim Ellis (x1617, kim.ellis@oregonmetro.gov)

WORK SESSION PURPOSE & DESIRED OUTCOMES

Purpose: Present MPAC and JPACT recommendations to Council on:

1. RTP Policy Framework

- Approve the revised vision statement.
- Use the 2014 RTP Policy Framework and revised vision statement as starting point to guide building the draft RTP Investment Strategy.
- Begin work to review and recommend refinements to the 2014 RTP policy framework. Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the current policy framework will be subject to further review and refinement to more fully address these and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding).

2. RTP Evaluation Framework

- Test updated system performance and transportation equity measures through analysis of the draft RTP Investment Strategy.
- Pilot project-level evaluation on projects anticipated to seek federal, state or regional funding.
- Evaluate and recommend adjustments to the measures and project evaluation criteria in advance of the final evaluation to address any deficiencies found during testing.

3. RTP Funding Framework

- Accept the draft financially constrained forecast for purposes of the Call for Projects.
- Double the draft constrained revenue forecast to set an overall draft RTP Investment Strategy funding level for purposes of the Call for Projects.
- Set sub-regional capital funding targets (based on above) for purposes of the Call for Projects.

The above recommendations acknowledge that all three parts are a starting point for purposes of building a draft RTP Investment Strategy and all three parts will be subject to refinement in 2017-18. In particular, the draft financially constrained forecast will need refinements to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP and recommended investment strategy is finalized for adoption in 2018.

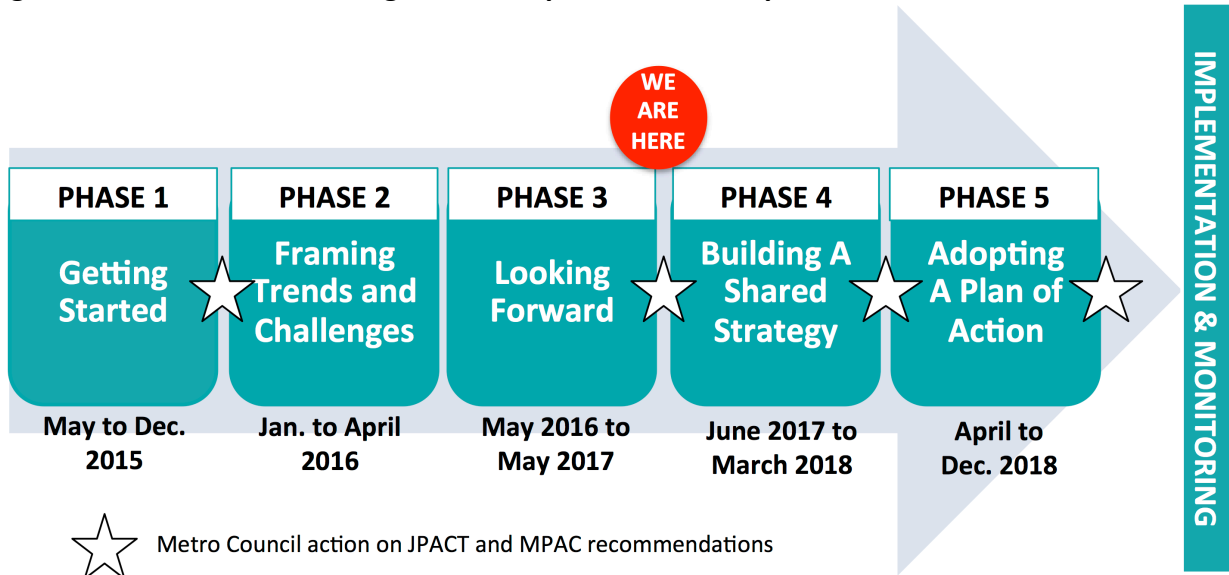
Outcome: Direction to staff for moving forward with building the draft RTP Investment Strategy as recommended by MPAC and JPACT.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Portland metropolitan region's economic prosperity and quality of life depend on a transportation system that provides every person and business in the region with equitable access to safe, efficient, reliable, affordable and healthy travel options. Through the 2018 RTP update, the Metro Council is working with leaders and communities throughout the region to plan the transportation system of the future by updating the region's shared transportation vision and investment strategy for the next 25 years.

Figure 1 shows where we are in the process.

Figure 1. Timeline for 2018 Regional Transportation Plan Update



In December 2016 and February 2017, Metro Council reaffirmed their direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and support partner jurisdictions in planning for the future. This direction included developing a pipeline of priority projects for the regional transportation system that the region agrees to work together to fund and build. Council also directed the pipeline be developed in an efficient and transparent way that advances adopted regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change in the region's investment priorities and related modal and topical strategies.

THE OPPORTUNITY

Regional context - Past actions and policy direction

Much has changed in the region since adoption of the Regional Transportation Plan (RTP) and Regional Active Transportation Plan (ATP) in 2014. Since the adoption of the 2014 RTP and ATP, several projects have been completed (e.g., Sellwood Bridge, Portland-Milwaukie Light Rail, Sunrise Project (Phase 1, Unit 1). TriMet completed plans for expanding local and regional transit service, and the Metro Council and JPACT adopted an ambitious strategy – called the Climate Smart Strategy – for reducing greenhouse gas emissions that necessitates a significant expansion of transit service throughout the region. In addition, as the federal and state funding landscape has changed, the region is playing a more active role in funding and financing priority regional projects, which has significant implications for project development and prioritization.

The RTP provides the policy foundation and goals to guide defining a pipeline of regional investment priorities – called the RTP Investment Strategy. The upcoming Call for Projects will build a draft 2018 RTP Investment Strategy (resulting in updates to the projects and programs in the 2014 RTP), providing an opportunity to follow through on those plans and actions, fully implementing the adopted Climate Smart Strategy, and more recent regional policy commitments adopted by JPACT and the Metro Council. These commitments include the 2019-21 Regional Flexible Funds Allocation decision to advance three priority bottleneck projects (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline), two priority transit projects (the Southwest Corridor and Division Transit projects), and active transportation project development work to accelerate construction of active transportation projects in the region.

JPACT and the Metro Council reaffirmed these policy priorities through adoption of the region’s 2017 Regional Policy and Funding Priorities for State Transportation Legislation on February 16 and March 2, respectively. Notably, a draft state transportation package to help fund these priorities is under development.

Adopted RTP goals

1. Foster vibrant communities and efficient urban form
2. Sustain economic competitiveness and prosperity
3. Expand transportation choices
4. Emphasize effective and efficient management of the transportation system
5. Enhance safety and security
6. Promote environmental stewardship
7. Enhance human health
8. Demonstrate leadership on reducing greenhouse gas emissions
9. Ensure equity
10. Ensure fiscal stewardship
11. Deliver accountability

Federal and State context and implications for the 2018 RTP

Additionally, the federal government completed rulemaking to implement two federal transportation bills with a new emphasis on outcomes, system performance, transparency and accountability in the transportation decision-making process. In 2016, a Governor-appointed task force work conducted a series of forums to identify statewide transportation priorities. In 2017, new state transportation funding bill is expected that would set state investment priorities for the next several years.

Nonetheless, federal and state funding is on the decline while the need for transportation investments in the Portland region continues to grow. The adopted 2014 RTP includes more than 1,250 projects, with a total estimated cost of \$36 billion, including maintenance and operations of the transportation system. That cost is significantly more than our region’s current spending on transportation investments, the majority of which is being spent on maintenance and operations.

In the past, a generous federal match, significant state funding, and more flexibility at the local level meant that the financing for previous projects was more straightforward. Conditions have changed and future investments will likely require voter approval. This requires the region to take a different approach to identifying investment priorities, communicating about them, and bringing them forward in a transparent manner focused on explaining to stakeholders and the public the benefits they can expect from a project as well as the overall 2018 RTP Investment Strategy.

BUILDING THE 2018 RTP INVESTMENT STRATEGY

Call for Projects to build a draft investment strategy

The changing landscape of transportation funding and policy highlights the need for the region to review its priorities, be strategic, and make refinements to near and long-term investments identified to address regional transportation challenges. To this end, the 2018 RTP Call for Projects provides an opportunity to develop an updated strategy for how the region will leverage local, regional, state, federal funds to advance local, regional and state priorities for the regional transportation system as part of an existing public process.

In effect, the region will work together to define a pipeline of regional transportation projects to fund and construct to address regional challenges, reflect public priorities and maximize progress toward the region’s shared vision and goals for the future transportation system.

Consistent with the adopted RTP work plan, **two levels of investment will be assumed for the 2018 RTP Investment Strategy:**

- The first level, the ***Constrained Priorities*** (also known as the Financially Constrained project list under federal law), will represent the highest priority transportation investments for the plan period (2018-2040). In order for projects to be eligible to receive federal and state funding, they must be on the *Constrained Priorities* project list.
- The second level, the ***Additional Strategic Priorities*** (also called Strategic Priorities), will represent additional priority investments that the region agrees to work together to fund and construct in the 2028-2040 time period.

Regional transportation challenges

- Aging infrastructure
- Climate change and air quality
- Congestion and unreliable travel times
- Crashes and fatalities
- Earthquake vulnerability
- Gaps in transit, biking and walking connections
- Housing and transportation affordability and displacement
- Social inequity and disparities
- Technological changes

The draft 2018 RTP Investment Strategy will be comprised of the Constrained Priorities project list and the Strategic Priorities project list.

In addition, consistent with previous Council direction, the upcoming “call for projects” will:

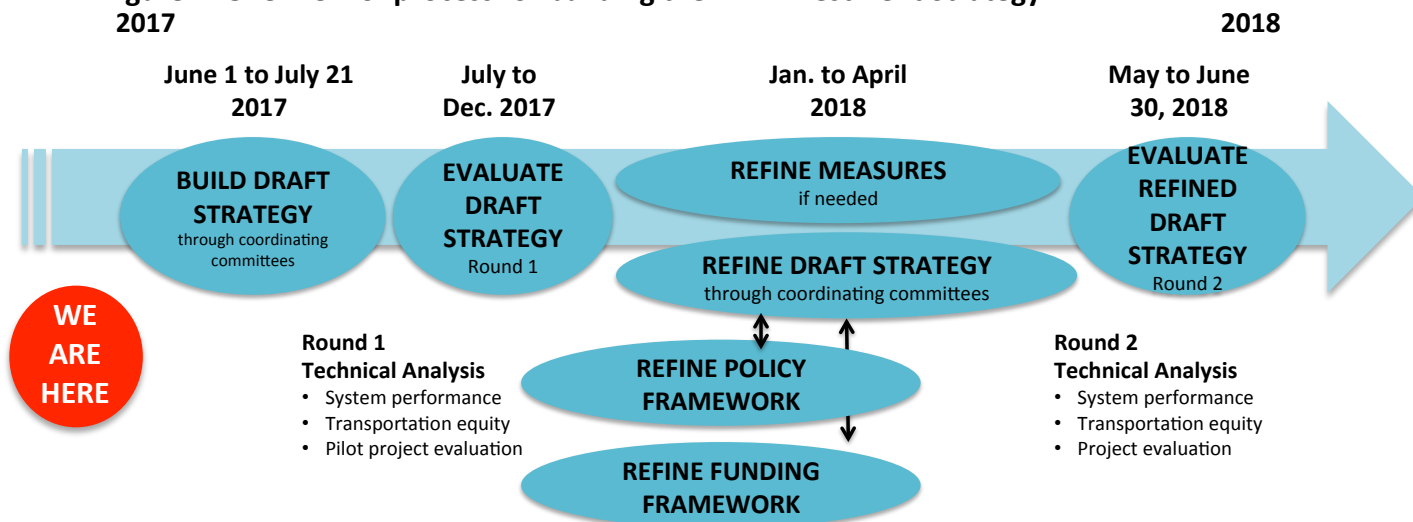
1. **Develop a pipeline of priority projects on the regional transportation system** that are needed to support the 2040 Growth Concept vision and adopted regional transportation goals, and will need some combination of local, regional, state, and/or federal funding to be constructed in the 2018-2040 time period.
2. Provide an opportunity for regional partners to identify priorities for the regional transportation system and refinements needed to **update current Constrained priorities (adopted as the 2014 RTP Financially Constrained System in 2014) for the 2018-2040 time period** to address to local, regional and state needs on the regional system as well as planning efforts completed since July 2014 and more recent JPACT and Council policy priorities.
3. Provide an opportunity for regional partners to **identify additional priorities to include in the more aspirational Strategic Priorities list for the 2028-2040 time period** that the region agrees to work together to fund and construct to address local, regional and state needs on the regional system.

PROCESS FOR BUILDING, EVALUATING AND REFINING THE RTP INVESTMENT STRATEGY

The RTP Call for Projects is planned for June 1 to July 21, 2017 and will formally kick-off building the RTP Investment Strategy. Local jurisdictions and county coordinating committees will play the strongest role in determining what projects are put forward for inclusion in the plan in collaboration with ODOT, Metro and TriMet. Agencies will use the 2014 RTP Policy Framework, revised vision statement, draft constrained revenue forecast and capital funding targets for the draft Constrained Priorities project list and draft Full RTP Investment Strategy) as a starting point to guide development of the draft investment strategy. After agencies determine and submit their priority projects staff will begin a technical analysis of proposed investments.

The process for building, evaluating and refining the investment strategy is illustrated in **Figure 2**.

Figure 2. Overview of process for building the RTP Investment Strategy 2017



Evaluating and refining the draft RTP Investment Strategy

Evaluation of the RTP investment strategy is intended to provide policymakers with better information about the region's investment priorities and the implications of our near-term and long-term transportation investment choices. The evaluation process will test new and updated outcomes-based system performance and transportation equity measures and pilot project criteria to determine which measures and criteria can best evaluate whether the transportation system is successful in meeting regional goals and policies.

Two rounds of evaluation are planned, allowing for refinement of the draft system performance and transportation equity analysis measures and draft project evaluation criteria to address any shortcomings identified during the Round 1 evaluation. The Round 1 analysis will be conducted on a 2015 base year, 2040 No Build and three RTP investment strategy packages.

ROUND 1 ANALYSIS OVERVIEW

Base Year (2015) –Assumes the 2015 transportation network and 2015 socioeconomic (population, household, and employment) data.

No Build (2040) – Assumes the region continues to grow as forecasted by 2040¹, but no improvements are made to the existing transportation system other than those that are currently under construction.

RTP Investment Strategy Packages (analysis year)

Package 1 – Draft 10-year Constrained RTP investment Strategy (2027)

The region's highest priority projects given our current funding outlook (2018-2027 in Constrained project list).

This set of investments would be eligible to receive state and federal funding and serve as basis for demonstrating compliance with federal transportation planning and air quality requirements.

Package 2 – Draft Full Constrained RTP Investment Strategy (2040)

Package 1 + high priority projects given our current funding outlook (2028-2040 in Constrained project list).

This set of investments would be eligible to receive state and federal funding and serve as basis for demonstrating compliance with federal and state transportation planning and air quality requirements, including the state mandated greenhouse gas emissions reduction requirements.

¹ A 2040 regional household and employment growth forecast was prepared by Metro and reviewed by local governments to serve as the basis for the 2018 Regional Transportation Plan. The forecast was adopted by the Metro Council by Ordinance No. 16-1371 in October 2016.

Package 3 – Draft Full RTP Investment Strategy (2040)

Full Constrained RTP + additional priority projects the region agrees to work together to pursue funding to plan and build (2028-2040 in Strategic project list).

Note: The socioeconomic (population, household, and employment) data is the same for the No Build and RTP Investment Strategy Packages 2 and 3, looking out to the year 2040. Investment Strategy Package 1 uses socioeconomic data for the year 2027 for the analysis.

Safety, transit and freight strategies continue to be developed on parallel tracks and will be informed by the analysis findings and recommendations. The system performance and transportation equity analysis and policy updates will also inform refinements to the draft RTP investment strategy packages.

In Fall 2017 and early 2018, Metro will convene RTP work groups, TPAC and MTAC and work with technical coordinating committees to review draft regional findings and recommend changes to the RTP evaluation framework and RTP investment packages for JPACT, MPAC and the Metro Council consideration in 2018. In January 2018, the draft investment strategy packages submitted by agencies will be shared with the general public for input along with findings from the analysis.

While the technical analysis is underway, staff will review the existing policy framework to identify and recommend potential policy refinements for consideration by JPACT, MPAC and the Metro Council. In addition, state, regional, and local funding discussions will continue in 2017 and early 2018. The discussions will lead to a final financially constrained revenue forecast and agreement on potential funding options for the region to pursue to advance regional priorities.

Findings and recommendations from the technical analysis (e.g., the system performance and transportation equity analysis), recommended policy changes, public input and updated funding information will be discussed by the Metro Council and regional policy advisory committees at a fourth Regional Leadership Forum. The forum is planned for February 2018 and will result in additional policy direction to staff on refining investment priorities (e.g., timing, constrained vs. strategic project lists, and overall size of the RTP Investment Strategy).

Based on the policy direction, the investment strategy packages will be updated by agencies for the final draft Regional Transportation Plan in April 2018. At that time, all capital projects greater than \$10 million in cost will apply the refined criteria, unless otherwise exempt. The final draft project list will undergo a second round of system performance and transportation equity analysis and a final round of agency and public input before JPACT and the Metro Council consider adoption in 2018.

As previously noted, both rounds of evaluation will inform development of the Regional Transit Strategy and updates to the Regional Transportation Safety Strategy and Regional Freight Strategy and recommended changes to the RTP policy framework. The second round of analysis will lead to recommendations on future regional corridor refinement planning and other studies and/or activities needed to address transportation challenges that cannot be resolved through the 2018 RTP update. More information on this will be provided for discussion at future meetings.

ACTIVITIES SINCE THE MAY 2 BRIEFING ON RTP

Since the last update to Council on May 2, staff continued to implement the adopted work plan and public engagement plan approved by JPACT and Council in 2015. A summary of accomplishments and activities that are underway follows.

- MPAC and JPACT unanimously recommended approval of the updated vision statement and using the **2014 RTP Policy Framework, including vision statement, as a starting point for purposes of the call for projects** to guide building the draft RTP Investment Strategy. The RTP Policy Framework, including the recommended vision statement is provided in **Attachment 1**.

The vision statement reflects feedback received at the Regional Leadership Forum held on December 2, 2016 and subsequent revisions recommended by MPAC, JPACT, TPAC and MTAC. Also part of the RTP Policy Framework, the regional transportation system definition and maps of each network are provided for reference in **Attachment 2**.

Recognizing this RTP update has an increased focus on addressing safety, equity and climate change, the adopted work plan calls for the policy framework to be subject review and refinement to more fully address these and other issues of concern identified through the process (e.g., congestion, maintenance, emerging technologies and funding). TPAC recommended staff review and refine the RTP policy chapter, including:

- Review of RTP goals and objectives, particularly goals related to safety, equity, climate change, accountability, congestion, maintenance, emerging technologies and funding
- Review of performance targets to meet federal and state requirements
- Review of modal policies and maps, particularly the throughways/arterials, transit, and freight networks

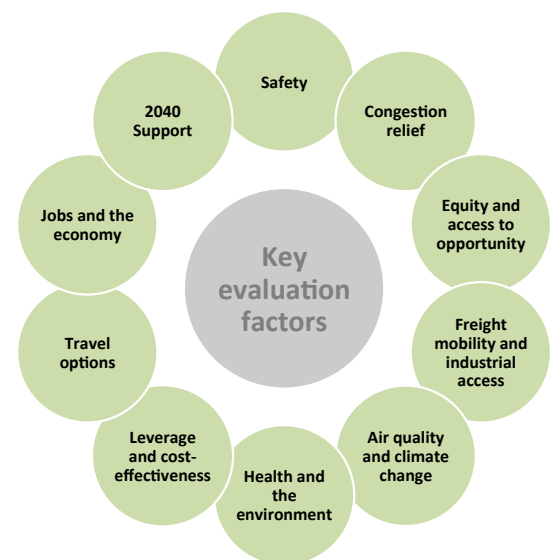
From Sept. to Dec. 2017, staff will review the existing policy framework to identify and recommend potential refinements to the 2014 RTP policy framework for consideration by JPACT, MPAC and the Metro Council. The regional bike and pedestrian network policies will not be subject to this review because they were extensively reviewed and updated as part of the 2014 Regional Active Transportation Plan.

- MPAC and JPACT unanimously recommended **testing the updated outcomes-based RTP Evaluation Framework, including the pilot project evaluation**, recognizing the evaluation framework will be subject to further refinement and adjustment in advance of the final evaluation to address any deficiencies found during the testing.

The updated system performance and transportation equity analysis measures recommended for further testing are summarized in **Attachment 3**. The pilot project evaluation process and draft criteria are summarized in **Attachment 4**. The framework includes updated and new system performance and transportation equity analysis measures that will be used to analyze the draft 2018 RTP Investment Strategy this summer. The measures will evaluate performance of the

Recommended shared vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.



Updated RTP Evaluation Framework
advances how we measure outcomes to inform priorities

system as a whole for each investment strategy package.

The pilot project evaluation will focus on small number of larger-scale capital projects that are anticipated to seek federal, state or regional funding. Smaller-scale capital projects (costing less than \$10 million) and projects that are anticipated to be 100 percent locally funded would be excluded from the pilot. The project-level criteria, developed based on the adopted RTP goals and objectives, will be tested and refined during the first Call for Projects. For the pilot phase, the city of Portland, ODOT, TriMet, the Port of Portland and each county will be asked to apply the criteria to at least five of their respective project submittals. All other agencies will be asked to apply the criteria to at least one of their respective project submittals. During the second Call for Projects in Spring 2018, all capital projects over \$10 million will be evaluated, unless exempted as outlined in the criteria.

The RTP evaluation framework reflects extensive feedback provided by the RTP work groups, regional technical committees and interested partners, and will be subject to review and adjustment in 2017-18 in advance of the final evaluation to address any deficiencies found during the testing. The RTP Performance work group will conduct the initial review to identify potential adjustments to the measures and criteria for consideration by the regional technical advisory committees. Recommendations from the technical committees will be brought forward for consideration by JPACT, MPAC and the Metro Council in advance of the final evaluation.

- JPACT recommended **accepting the draft RTP financially constrained revenue forecast and doubling the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy for purposes of the Call for Projects.** The draft forecast shown in **Attachment 5** reflects extensive consultation and coordination with local governments, ODOT, TriMet and SMART staff that is still underway. Development of the draft forecast found that a significant portion of the revenues available are spent on maintaining the existing transportation system and the purchasing power of revenues continues to be eroded because the fuel tax is not indexed to inflation and increasing fuel efficiency of vehicles.

While still being developed for purposes of the Call for Projects, the preliminary draft forecast reflects a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available for capital projects from 2018 to 2040, reflecting a 13 percent reduction from the 2014 RTP constrained forecast and a 6 percent reduction from the full 2014 RTP.² An implication of the updated forecast is that the overall draft RTP Investment Strategy would have fewer locally funded capital projects on regional transportation system than the current 2014 RTP, for the reasons stated previously and because the majority of local revenues are being spent on maintaining the existing system.

Local revenues came from local TSPs and capital improvement programs in consultation with local partners. The federal and state revenues were identified through a statewide funding working group ODOT convened that included transit providers and MPOs.

JPACT's recommendation reflects that despite having less funding available, the region continues to significant transportation needs that if left unaddressed, threaten the region's economic prosperity and quality of life. JPACT's recommendation acknowledges that the draft forecast is preliminary for the Call for Projects and will need to be updated in 2018 to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption. Right now, regional discussions are focused on the anticipated state transportation package and advancing the three bottlenecks, the Southwest Corridor, the Division Transit Project and some to be determined active transportation projects.

² These revenue comparisons do not include the funding assumptions adopted in the 2014 RTP for I-5 Bridge Replacement.

Additional regional discussions are anticipated to identify what the region would like to do locally and regionally to build a path to future funding opportunities to fund and build the investment strategy that is recommended in the final 2018 RTP. The draft forecast will inform these discussions. The outcome of the discussions and state legislative package will inform refinements to the RTP Funding Framework in 2018, including the overall size of the RTP Investment Strategy.

- Staff continued **development of the Regional Transit Strategy and updates to the regional safety and freight plans**. An update on the Regional Transportation Safety Strategy was presented at the Metro Council, MPAC and JPACT – resulting in all three policy bodies supporting a Vision Zero safety goal for the 2018 RTP and updated Regional Transportation Safety Strategy. In addition, at the Metro Council work sessions on the safety strategy and transit strategy, the Council expressed a desire for an emphasis on equity, safety and climate change as the process moves forward to update the region’s investment priorities and related modal and topical strategies.
- Staff continued preparing **materials to support the 2018 RTP Call for Projects** that is planned from June 1 to July 21, 2017. The materials will include: the RTP Policy Framework, the RTP Evaluation Framework, jurisdictional capital funding targets for the Constrained Priorities and Strategic Priorities³, and instructions for how agencies coordinate and submit updates to existing RTP projects and programs to address local, regional and state transportation needs on the regional transportation system. Examples of the types of investments that will address regional transportation challenges are summarized in **Attachment 6**. **Attachment 7** provides more details on the coordination, evaluation and refinement process. A web page and on-line project database will support jurisdictions as they update their investment priorities at **www.oregonmetro.gov/2018projects**. *Note: the web page is under development.*
- Staff completed a summary report of the responses received during an **online comment opportunity for the 2018 RTP** update from March 3 through 28, 2017. A summary was provided to Council in April. The full report is available on the project website at www.oregonmetro.gov/rtp. The survey had two questions asking the public to weigh in on near-term investment priorities and level of support for increasing transportation funding to meet our needs. More than 2,600 people responded. The responses reinforce what we’ve heard in past engagement activities, including the regional leadership forums.

The public and community and business leaders want the region to prioritize three things:

- Keeping our existing system in good repair
- Improving safety for all users
- Implementing a mix of investments that together keep people and communities connected and commerce moving in ways that provide a good return on investment. This means multi-modal projects that address growing congestion, safeguard our environment, keep our air clean, reduce greenhouse gas emissions, and improve access to our ports, industrial areas, job centers and other opportunities.

NEXT STEPS

Pending Council direction to staff on recommendations from JPACT and MPAC, staff will issue a “call for projects” to update the region’s transportation near- and long-term investment priorities to support regional goals for safety, congestion relief, affordability, community livability, the economy, equity, and the environment on June 1, 2017. Project submittals will be due to Metro on July 21, 2017.

³ The funding targets will reflect the draft financially constrained forecast and the overall RTP Investment Strategy funding level recommended by JPACT and the Council.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Does Council support staff moving forward with the Call for Projects and building the draft RTP Investment Strategy as recommended by MPAC and JPACT?

PACKET MATERIALS

- Would legislation be required for Council action ☐ Yes ☒ No
- What other materials are you presenting today?

Attachment 1. 2014 RTP Policy Framework, including updated 2018 RTP vision statement (5/3/17)

Attachment 2. Regional Transportation System Definition and Network Maps (*excerpt from 2014 RTP, adopted July 2014*)

Attachment 3. Draft system performance and transportation equity analysis measures recommended for testing (4/10/17)

Attachment 4. 2018 RTP Project Evaluation Pilot (5/18/17)

Attachment 5. Draft 2018 RTP Financially Constrained Capital Revenue Forecast (5/10/17)

Attachment 6. Investments for addressing our regional transportation challenges (5/9/17)

Attachment 7. Summary of Coordination, Evaluation and Refinement Activities | June 1, 2017 to June 30, 2018 (5/10/17)

Attachment 8. Schedule and Timeline for Building 2018 RTP Investment Strategy (4/10/17)

Attachment 9. RTP Timeline (5/9/17)



Summary of 2014 Regional Transportation Plan Policy Framework

Overview and purpose

The Regional Transportation Plan establishes a policy framework that guides transportation planning and investment decisions in the region, including identifying, evaluating and prioritizing project and program investments to be included in the plan.

This document summarizes the adopted Regional Transportation Plan policy framework (last amended in December 2014). Key elements of the policy framework are:

- a vision and mission for the region's transportation system that reflects community values and desired land use, economic, equity and environmental outcomes;
- eleven supporting goals and objectives and related performance targets; and
- a network vision and supporting policies that along with the regional mobility corridor framework guide planning and investment in each part of the regional transportation system to provide a seamless and fully interconnected system.¹

Together these key elements define the outcomes the plan is trying to achieve by 2040 and will guide development of the 2018 RTP Investment Strategy.

The 2018 RTP Call for Projects will use the adopted 2014 RTP Policy Framework as a starting point, recognizing this RTP update has an increased focus on addressing safety, equity and climate change and that the current policy framework will be subject to further review and refinement to more fully address these and other issues of concern through the 2018 RTP update (e.g., congestion, emerging technologies and funding).

Our shared vision for the future of transportation

The following statement reflects an updated vision for the region's transportation system:

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.

The vision reflects the values and desired outcomes expressed by the public, policymakers and community and business leaders engaged in development of the 2018 Regional Transportation Plan.

¹ Reflecting the network vision for each part of the system, the RTP System Maps designates facilities that are part of the regional transportation system based on the function they serve and where they are located. The 2014 RTP regional system maps are included in Attachment 2 for reference and can be viewed on-line at: gis.oregonmetro.gov/rtp/.

Regional goals and objectives for transportation²

Our shared vision for the future of transportation is further described through eleven goals and related objectives. The goals are broad statements that describe a desired outcome or end result toward which efforts are focused. The goals and supporting objectives provide a basis for evaluating investments to inform priorities and track progress toward achieving the outcomes expressed in the RTP vision. Note: These will be subject to further review and refinement through the 2018 RTP update.

GOAL 1: Foster Vibrant Communities and Efficient Urban Form

Land use and transportation decisions are linked to optimize public investments, reduce greenhouse gas emissions and support active transportation options and jobs, schools, shopping, services, recreational opportunities and housing proximity.

- **Objective 1.1 Compact Urban Form and Design** - Use transportation investments to focus growth in and provide multi-modal access to 2040 Target Areas and ensure that development in 2040 Target Areas is consistent with and supports the transportation investments.
- **Objective 1.2 Parking Management** – Minimize the amount and promote the efficient use of land dedicated to vehicle parking.
- **Objective 1.3 Affordable Housing** – Support the preservation and production of affordable housing in the region.

GOAL 2: Sustain Economic Competitiveness and Prosperity

Multi-modal transportation infrastructure and services support the region's well-being and a diverse, innovative, sustainable and growing regional and state economy.

- **Objective 2.1 Reliable and Efficient Travel and Market Area Access** - Provide for reliable and efficient multi-modal local, regional, interstate and intrastate travel and market area access through a seamless and well-connected system of thoroughways, arterial streets, freight services, transit services and bicycle and pedestrian facilities.
- **Objective 2.2 Regional Passenger Connectivity** – Ensure reliable and efficient connections between passenger intermodal facilities and destinations in and beyond the region to improve non-auto access to and from the region and promote the region's function as a gateway for tourism.
- **Objective 2.3 Metropolitan Mobility** - Maintain sufficient total person-trip and freight capacity among the various modes operating in the Regional Mobility Corridors to allow reasonable and reliable travel times through those corridors.
- **Objective 2.4 Freight Reliability** – Maintain reasonable and reliable travel times and access through the region, as well as between freight intermodal facilities and destinations within and beyond the region, to promote the region's function as a gateway for commerce.
- **Objective 2.5 Job Retention and Creation** – Attract new businesses and family-wage jobs and retain those that are already located in the region.

GOAL 3: Expand Transportation Choices

Multi-modal transportation infrastructure and services provide all residents of the region with affordable and equitable options for accessing housing, jobs, services, shopping, educational, cultural and recreational opportunities, and facilitate competitive choices for goods movement for all businesses in the region.

- **Objective 3.1 Travel Choices** - Achieve modal targets for increased walking, bicycling, use of transit and shared ride and reduced reliance on the automobile and drive alone trips.
- **Objective 3.2 Vehicle Miles of Travel** - Reduce vehicle miles traveled per capita.
- **Objective 3.3 Equitable Access and Barrier Free Transportation** - Provide affordable and equitable access to travel choices and serve the needs of all people and businesses, including people with low income, youth, older adults and people with disabilities, to connect with jobs, education, services, recreation, social and cultural activities.

² First adopted in 2010 and amended in 2014 to reflect the Regional Active Transportation Plan and Climate Smart Strategy.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- **Objective 3.4 Shipping Choices** – Support multi-modal freight transportation system that includes air cargo, pipeline, trucking, rail, and marine services to facilitate competitive choices for goods movement for businesses in the region.

GOAL 4: Emphasize Effective and Efficient Management of the Transportation System

Existing and future multi-modal transportation infrastructure and services are well-managed to optimize capacity, improve travel conditions for all users and address air quality and greenhouse gas emissions reduction goals.

- **Objective 4.1 Traffic Management** – Apply technology solutions to actively manage the transportation system.
- **Objective 4.2 Traveler Information** – Provide comprehensive real-time traveler information to people and businesses in the region.
- **Objective 4.3 Incident Management** – Improve traffic incident detection and clearance times on the region's transit, arterial and throughways networks.
- **Objective 4.4 Demand Management** – Implement services, incentives and supportive infrastructure to increase telecommuting, walking, biking, taking transit, and carpooling, and shift travel to off-peak periods.
- **Objective 4.5 Value Pricing** – Consider a wide range of value pricing strategies and techniques as a management tool, including but not limited to parking management to encourage walking, biking and transit ridership and selectively promote short-term and long-term strategies as appropriate.

GOAL 5: Enhance Safety and Security

Multi-modal transportation infrastructure and services are safe and secure for the public and goods movement.

- **Objective 5.1 Operational and Public Safety** - Reduce fatal and severe injuries and crashes for all modes of travel.
- **Objective 5.2 Crime** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to crime.
- **Objective 5.3 Terrorism, Natural Disasters and Hazardous Material Incidents** - Reduce vulnerability of the public, goods movement and critical transportation infrastructure to acts of terrorism, natural disasters, climate change, hazardous material spills or other hazardous incidents.

GOAL 6: Promote Environmental Stewardship

Promote responsible stewardship of the region's natural, community, and cultural resources.

- **Objective 6.1 Natural Environment** – Avoid or minimize undesirable impacts on fish and wildlife habitat conservation areas, wildlife corridors, significant flora and open spaces.
- **Objective 6.2 Clean Air** – Reduce transportation-related vehicle emissions to improve air quality so that as growth occurs, the view of the Cascades and the Coast Range from within the region are maintained.
- **Objective 6.3 Water Quality and Quantity** – Protect the region's water quality and natural stream flows.
- **Objective 6.4 Energy and Land Consumption** - Reduce transportation-related energy and land consumption and the region's dependence on unstable energy sources.
- **Objective 6.5 Climate Change** – Reduce transportation-related greenhouse gas emissions and meet adopted targets for reducing greenhouse gas emissions from light vehicle travel.

GOAL 7: Enhance Human Health

Multi-modal transportation infrastructure and services provide safe, comfortable and convenient options that support active living and physical activity, and minimize transportation-related pollution that negatively impacts human health.

- **Objective 7.1 Active Living** – Provide safe, comfortable and convenient transportation options that support active living and physical activity to meet daily needs and access services.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- **Objective 7.2 Pollution Impacts** – Minimize noise, impervious surface and other transportation-related pollution impacts on residents in the region to reduce negative health effects.

Goal 8: Demonstrate Leadership on Reducing Greenhouse Gas Emissions

It is the policy of the Metro Council to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel while creating healthy and equitable communities and a strong economy.

- **Objective 8.1 Land Use and Transportation Integration** - Continue to implement the 2040 Growth Concept to support a compact urban form to reduce vehicle miles traveled and increase the use of transit and zero or low carbon emission travel options, such as bicycling, walking, and electric vehicles.
- **Objective 8.2 Clean Fuels and Clean Vehicles** - Support state efforts to transition Oregon to cleaner, low carbon fuels and increase the use of more fuel-efficient vehicles, including electric and alternative fuel vehicles.
- **Objective 8.3 Regional and Community Transit Network and Access** - Make transit convenient, frequent, accessible and affordable by investing in new community and regional transit connections, expanding and improving existing transit services, improving bicycle and pedestrian access to transit, and implementing reduced fare programs for transit-dependent communities, such as youth, older adults, people with disabilities and people with low income.
- **Objective 8.4 Active Transportation Network** - Make biking and walking the safest, most convenient and enjoyable transportation choices for short trips for all ages and abilities by completing gaps and addressing deficiencies in the region's bicycle and pedestrian networks.
- **Objective 8.5 Transportation Systems Management and Operations** - Enhance fuel efficiency and system investments and reduce emissions by using technology to actively manage and fully optimize the transportation system.
- **Objective 8.6 Transportation Demand Management** - Implement programs, services and other tools that provide commuters and households with information and incentives to expand the use of travel options, including carsharing, and reduce drive alone trips.
- **Objective 8.7 Parking Management** - Implement locally-defined approaches to parking management in Centers, Corridors, Station Communities and Main Streets served by frequent transit service and active transportation options to make efficient use of vehicle parking and land dedicated to parking.
- **Objective 8.8 Streets and Highways Network** - Invest strategically in streets and highways to make them safe, reliable and connected to support the movement of people and goods.
- **Objective 8.9 Metro Actions** - Take actions to implement the regional strategy to meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel.
- **Objective 8.10 Partner Actions** - Encourage local, state and federal governments and special districts to consider implementing actions in the Toolbox of Possible Actions in locally tailored ways to help the region meet adopted targets for reducing greenhouse gas emissions from light-duty vehicle travel

GOAL 9: Ensure Equity³

The benefits and adverse impacts of regional transportation planning, programs and investment decisions are equitably distributed among population demographics and geography, considering different parts of the region and census block groups with different incomes, races and ethnicities.

- **Objective 9.1 Environmental Justice** – Ensure benefits and impacts of investments are equitably distributed by population demographics and geography.

³ This goal and related RTP policies will be subject to further review and refinement by the RTP Transportation Equity Work Group through the 2018 RTP update.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- **Objective 9.2 Coordinated Human Services Transportation Needs** - Ensure investments in the transportation system provide a full range of affordable options for people with low income, elders and people with disabilities consistent with the Tri-County Coordinated Human Services Transportation Plan (CHSTP).
- **Objective 9.3 Housing Diversity** - Use transportation investments to achieve greater diversity of housing opportunities by linking investments to measures taken by the local governments to increase housing diversity.
- **Objective 9.4 Transportation and Housing Costs**– Reduce the share of households in the region spending more than 50 percent of household income on housing and transportation combined.

GOAL 10: Ensure Fiscal Stewardship⁴

Regional transportation planning and investment decisions ensure the best return on public investments in infrastructure and programs and are guided by data and analyses.

- **Objective 10.1 Asset Management**– Adequately update, repair and maintain transportation facilities and services to preserve their function, maintain their useful life and eliminate maintenance backlogs.
- **Objective 10.2 Maximize Return on Public Investment** - Make transportation investment decisions that use public resources effectively and efficiently, using a performance-based planning approach supported by data and analyses that include all transportation modes.
- **Objective 10.3 Stable and Innovative Funding** – Stabilize existing transportation revenue while securing new and innovative long-term sources of funding adequate to build, operate and maintain the regional transportation system for all modes of travel at the federal, state, regional and local level.

GOAL 11: Deliver Accountability and Transparency⁵

The region's government, business, institutional and community leaders work together in an open and transparent manner so the public has meaningful opportunities for input on transportation decisions and experiences an integrated, comprehensive system of transportation facilities and services that bridge governance, institutional and fiscal barriers.

- **Objective 11.1 Meaningful Input Opportunities** - Provide meaningful input opportunities for interested and affected stakeholders, including people who have traditionally been underrepresented, resource agencies, business, institutional and community stakeholders, and local, regional and state jurisdictions that own and operate the region's transportation system in plan development and review.
- **Objective 11.2 Coordination and Cooperation** - Ensure representation in regional transportation decision-making is equitable from among all affected jurisdictions and stakeholders and improve coordination and cooperation among the public and private owners and operators of the region's transportation system so the system can function in a coordinated manner and better provide for state and regional transportation needs.

RTP Performance Targets

Table 1 summarizes the current adopted RTP performance targets. The performance targets are numerical benchmarks to assess the region's progress in carrying out the RTP vision and goals. The targets draw from federal and state legislation. They are aspirational and begin moving the region towards outcome-based decision-making. As in past RTP updates, the performance targets provide policy direction for developing the RTP investment strategy.

⁴ This goal and related objectives will be subject to further review to ensure the policy concept of a well-maintained system is reflected.

⁵ The language identified in underscore was recommended by MPAC on April 26, 2017, and will be subject to further review and refinement to ensure transparency of the decision-making process is more explicit.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

Table 1. 2014 RTP Performance Targets⁶

ECONOMY
Safety – By 2040, eliminate transportation related fatalities and serious injuries for all users of the region's transportation system, with a 16% reduction by 2020 (as compared to the 2015 five year rolling average) and a 50% reduction by 2025. reduce the number of fatal and severe injury crashes for pedestrians, bicyclists, and motor vehicle occupants each by 50% compared to 2007 – 2011 average. ⁷
Congestion – By 2040, reduce vehicle hours of delay (VHD) per person by 10% compared to 2010.
Freight reliability – By 2040, reduce vehicle hours of delay per truck trip by 10% compared to 2010.
ENVIRONMENT
Climate change – By 2040, reduce transportation-related greenhouse gas emissions per capita below 2010 levels.
Active transportation – By 2040, triple walking, biking and transit mode shares compared to 2010.
Basic infrastructure – By 2040, increase by 50% the miles of sidewalk, bikeways, and trails compared to the regional networks in 2010.
Clean air – By 2040, ensure zero % population exposure to at-risk levels of air pollution.
Travel – By 2040, reduce vehicle miles traveled per person by 10 percent compared to 2010.
EQUITY
Affordability – By 2040, reduce the average household combined cost of housing and transportation by 25 percent compared to 2010.
Access to daily needs – By 2040, increase by 50% the number of essential destinations accessible within 30 minutes by bicycling & public transit for low-income, minority, senior and disabled populations compared to 2005.

Other RTP Performance Standards (from adopted 2014 RTP)

The RTP must demonstrate that it defines an adequate transportation system to serve planned land uses to meet state planning requirements. The targets in the previous section, the interim standards in this section and performance measures described in Chapter 4 of the 2014 RTP serve as the basis for determining whether the proposed transportation system adequately addresses the RTP goals and planned land uses during the plan period.⁸

Interim Regional Mobility Policy (first adopted in 2000 RTP)

The interim mobility policy shown in **Table 2** describes operational conditions that are used to evaluate the quality of service of the auto network, using the ratio of traffic volume to planned capacity (referred to as the volume/capacity ratio) of a given roadway. The measures are used to diagnose the extent of auto congestion during different times of the day in order to identify deficient roadway facilities and services in the plan. The interim regional mobility policy in **Table 2** shows the minimum performance level desired for auto transportation facilities and services within the region. Originally adopted in 2000 and amended into the Oregon Highway Plan in 2002, the interim regional mobility policy reflects a level of performance in the region that the Oregon Transportation Commission (OTC) deemed tolerable at the time of its adoption, but is also recognized as an incremental step toward a more comprehensive set of measures that consider system

⁶ The 2014 RTP performance targets will be reviewed and updated in Fall 2017. Updates will be informed by federal performance-based planning requirements identified in by MAP-21 and the FAST Act and the 2018 RTP system performance and transportation equity analysis.

⁷ The strikethrough/underscore reflects the revised target recommended by the RTP Safety Work Group and supported by the Metro Council, the Metro Policy Advisory Committee and the Joint Policy Advisory Committee on Transportation in Spring 2017.

⁸ The Oregon Transportation Planning Rule, subsection 0060, requires the RTP to include performance measures that ensure the transportation system is adequate to serve planned land uses.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

performance, as well as financial, environmental and community impacts. The OTC has indicated a desire for Metro to advance beyond the traditional mobility performance measure used to guide investment decisions. Metro, ODOT and other regional partners will continue to work together to update the current regional mobility policy to better align with RTP outcomes.

This evaluation helps the region develop strategies to address roadway congestion in a more strategic manner, given limited transportation funding and potential environmental and community impacts. Past system analysis described in Chapter 4 of the 2014 RTP finds that the region cannot achieve the mobility policy listed in **Table 2** within current funding levels or with the mix of investments included in the analysis.

Table 2. Interim Regional Mobility Policy | Deficiency Thresholds and Operating Standards (from adopted 2014 RTP)

Location	Standard Mid-Day One-Hour Peak ^A	Standard PM 2-Hour Peak ^A	
		1st Hour	2nd Hour
Central City Regional Centers Town Centers Main Streets Station Communities	.99	1.1	.99
Corridors Industrial Areas Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	.90	.99	.99
I-84 (from I-5 to I-205)	.99	1.1	.99
I-5 North (from Marquam Bridge to Interstate Bridge)	.99	1.1	.99
OR 99E (from Lincoln Street to OR 224 interchange)	.99	1.1	.99
US 26 (from I-405 to Sylvan interchange)	.99	1.1	.99
I-405 ^B (I-5 South to I-5 North)	.99	1.1	.99
Other Principal Arterial Routes I-205 ^B I-84 (east of I-205) I-5 (Marquam Bridge to Wilsonville) ^B OR 217 US 26 (west of Sylvan) US 30 OR 8 (Murray Boulevard to Brookwood Avenue) ^B OR 212 OR 224 OR 47 OR 213	.90	.99	.99

A. The demand-to-capacity ratios in the table are for the highest two consecutive hours of weekday traffic volumes. The mid-day peak hour is the highest 60-minute period between the hours of 9 a.m. and 3 p.m. The 2nd hour is defined as the single 60-minute period, either before or after the peak 60-minute period, whichever is highest.

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

- B. A corridor refinement plan is required in Chapter 5 of the RTP, and will include a recommended mobility policy for each corridor.

Regional Modal Targets

Non-drive alone modal targets are established the 2014 RTP as shown in **Table 3**. The targets are intended to be goals for cities and counties to work toward as they implement the 2040 Growth Concept at the local level. Increases in walking, bicycling, ridesharing and transit mode shares will be used to demonstrate compliance with per capita travel reductions required by the state Transportation Planning Rule. The most urbanized areas of the region will achieve higher non-drive alone modal shares than less developed areas closer to the urban growth boundary.

Table 3 Regional Modal Targets (from adopted 2014 RTP)

2040 Design Type	Non-drive alone modal target
Portland central city	60-70%
Regional centers	45-55%
Town centers	
Main streets	
Station communities	
Corridors	
Passenger intermodal facilities	40-45%
Industrial areas	
Freight intermodal facilities	
Employment areas	
Inner neighborhoods	
Outer neighborhoods	

Note: The targets apply to trips to and within each 2040 design type. The targets reflect conditions needed in the year 2040 to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.

State greenhouse gas emissions reduction target for the Portland metropolitan region

In December 2014, JPACT and the Metro Council adopted the Climate Smart Strategy that achieves a 29 percent reduction in per capita greenhouse gas emissions from light-duty vehicles by 2035, exceeding the 20 percent mandated target set by the Land Conservation and Development Commission in May 2011. In 2016, the Commission reviewed targets for Oregon's metropolitan areas. On January 27, 2017, the Commission adopted targets for the years 2040 through 2050 for each metropolitan area.⁹ The Portland area greenhouse gas emissions reduction targets for the years 2040, 2045 and 2050 are:

- By 2040, a 25 percent reduction
- By 2045, a 30 percent reduction
- By 2050, a 35 percent reduction

The RTP must include the final targets and report on whether satisfactory progress is being made toward implementing the Climate Smart Strategy, identify reasons for a lack of progress, and identify possible corrective actions to make satisfactory progress to ensure the targets are being met.

⁹ More information can be found at: www.oregon.gov/LCD/Pages/GHGTargetReview.aspx

Summary of 2014 Regional Transportation Plan Policy Framework – Subject to Further Review and Refinement

Vision for each part of the regional transportation system

The RTP also defines a vision (as reflected in the network map) and supporting policies to guide investments in each part of the regional transportation system (shown in Attachment 2):

Arterial and Throughway Network Map Vision¹⁰	<ul style="list-style-type: none"> • Build a well-connected network of complete streets that prioritize safe and convenient pedestrian and bicycle access. • Improve local and collector street connectivity. • Maximize system operations by implementing management strategies prior to building new motor vehicle capacity, where appropriate.
Regional Transit Network Map Vision¹¹	<ul style="list-style-type: none"> • Build the total network and transit-supportive land uses to leverage investments. • Expand high capacity transit. • Expand regional and local frequent service transit. • Improve local service transit. • Support expanded commuter rail and intercity transit service to neighboring communities • Improve pedestrian and bicycle access to transit.
Regional Freight Network Map Vision¹²	<ul style="list-style-type: none"> • Use a systems approach to plan for and manage the freight network. • Reduce delay and increase reliability. • Protect industrial lands and freight transportation investments. • Look beyond the roadway network to address critical marine and rail needs. • Pursue clean, green and smart technologies and practices.
Regional Bicycle Network Map Vision	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build an interconnected regional network of bicycle routes and districts integrated with transit and nature that prioritizes seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Build a green ribbon of bicycle parkways as part of the region's integrated mobility strategy. • Improve bike-transit connections. • Ensure that the regional bicycle and pedestrian network equitably serves all people.
Regional Pedestrian Network Map Vision	<ul style="list-style-type: none"> • Make walking and bicycling the most convenient, safe and enjoyable transportation choices for short trips less than three miles. • Build a well-connected network of pedestrian routes, including safe street crossings, integrated with transit and nature that prioritize seamless, safe, convenient and comfortable access to urban centers and essential daily needs, including schools and jobs, for all ages and abilities. • Create walkable downtowns, centers, main streets and station communities that prioritize safe, convenient and comfortable pedestrian access for all ages and abilities. • Improve pedestrian access to transit. • Ensure that the regional pedestrian network equitably serves all people.
Transportation System Management and Operations Map Vision¹⁰	<ul style="list-style-type: none"> • Use advanced technologies, pricing strategies and other tools to actively manage the transportation system. • Provide comprehensive real-time traveler information to people and businesses. • Improve incident detection and clearance times on the region's transit, arterial and throughway networks. • Implement incentives and programs to increase awareness of travel options and incent change.

¹⁰ The Throughway and arterial network vision and policies and TSMO vision and policies will be subject to further review and refinement as part of the 2018 RTP update.

¹¹ The Regional Transit Network Vision and policies are in the process of being updated as part of development of Regional Transit Strategy. This table reflects policies in the 2014 RTP.

¹² The Regional Freight Network Vision is in the process of being updated as part of updating the Regional Freight Strategy.

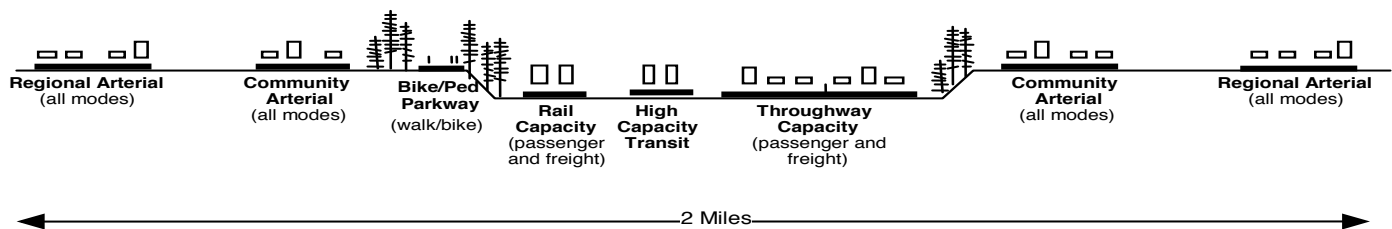
Regional Mobility Corridor Framework

The regional mobility corridor policy concept in Chapter 2 of the 2014 RTP calls for consideration of multiple facilities, modes and land use when identifying needs and most effective mix of land use and transportation solutions to improve mobility within a specific corridor area. More information from the 2014 RTP is provided below. Note: These will be subject to further review and refinement through the 2018 RTP update.

Regional Mobility Corridor Concept

Mobility corridors represent sub-areas of the region and include all regional transportation facilities within the subarea as well as the land uses served by the regional transportation system. This includes freeways and highways and parallel networks of arterial streets, regional bicycle and pedestrian parkways, high capacity transit, and frequent bus routes. The function of this network of integrated transportation corridors is metropolitan mobility – moving people and goods between different parts of the region and, in some corridors, connecting the region with the rest of the state and beyond. This framework emphasizes the integration of land use and transportation in determining regional system needs, functions, desired outcomes, performance measures, and investment strategies. The concept of a regional mobility corridor is illustrated in **Figure 1**.

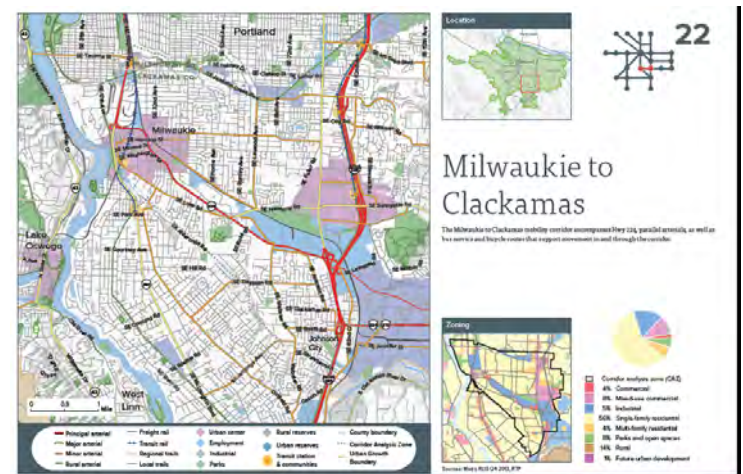
Figure 1. Regional Mobility Corridor Concept (transportation element)



Note: Idealized concept for illustrative purposes showing recommended range of system analysis for the evaluation, monitoring, management and phasing of investments to throughways, arterial streets and transit service in the broader corridor. The illustration is modeled after I-84 between 12th and 60th avenues in Northeast Portland.

Since the 1980s, regional mobility corridors have had throughway travel supplemented by high capacity transit service that provides an important passenger alternative. Parallel arterial streets, heavy rail, bus service, bicycle parkways and pedestrian/bicycle connections to transit also provide additional capacity in the regional mobility corridors.

The full array of regional mobility corridor facilities should be considered in conjunction with the parallel throughways for system evaluation and monitoring, system and demand management and phasing of physical investments in the individual facilities. Bicycle and pedestrian travel and access to transit are also important as we plan and invest in regional throughways and arterial streets. New throughway and arterial facilities, such as freeway interchanges or widened arterial streets, should be designed and constructed in such a

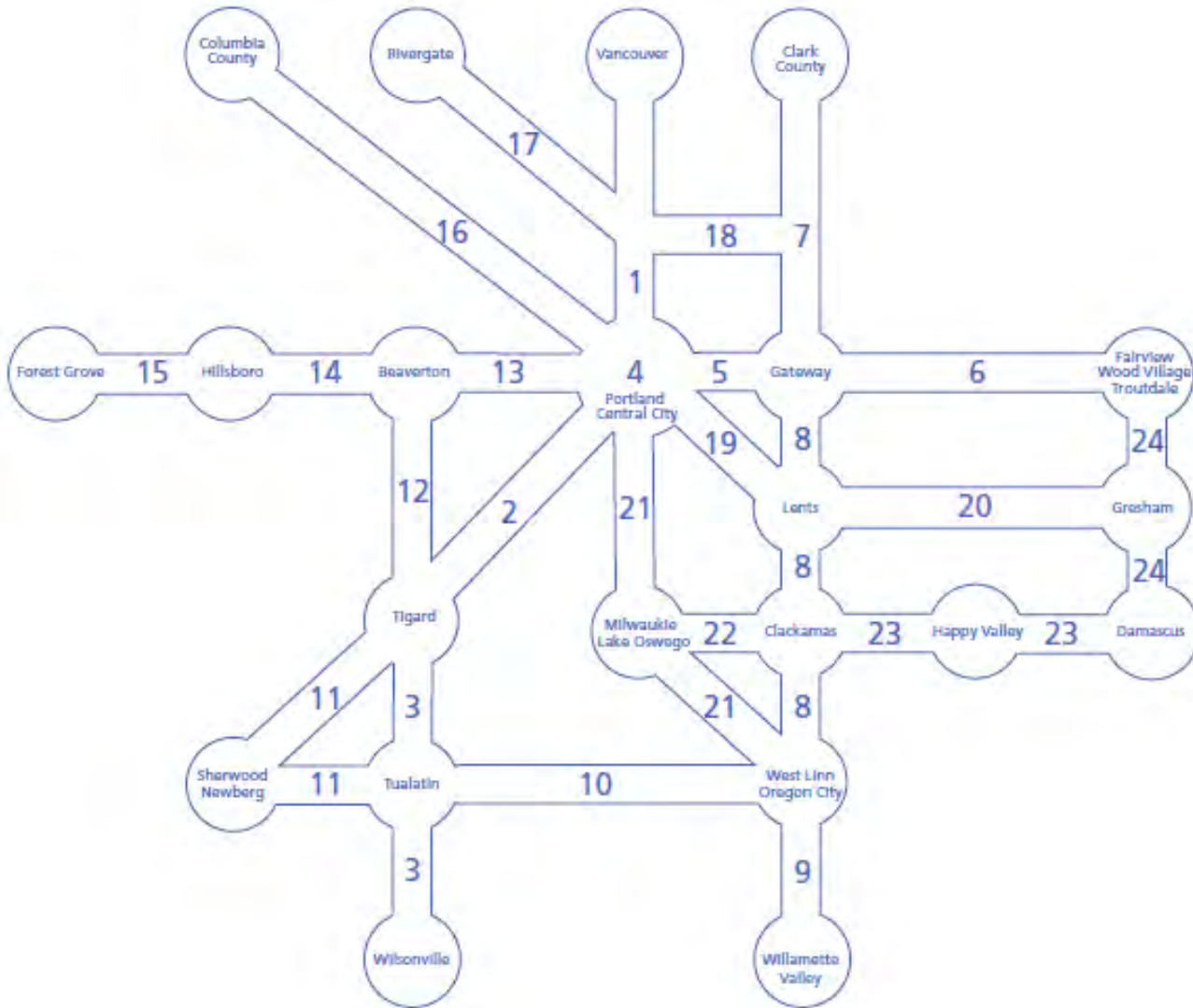


Excerpt from Regional Mobility Corridor Atlas to show the land use and geographic context.

manner as to support bicycling, walking and access to transit.

Figure 2 shows the general location of mobility corridors in the region.

Figure 2. General Location of Mobility Corridors in the Portland Metropolitan Region



The Mobility Corridor Strategies provided in Section 3.1 of the 2014 RTP Technical Appendix serve as a scoping tool to document land use and transportation needs, function and potential solutions for each of the region's 24 mobility corridors. A strategy has been identified in the 2014 RTP Technical Appendix for each corridor that includes:

- Integrated statement of mobility corridor function and purpose defined at a corridor-area level
- Proposed land use and transportation solutions after consideration of land use, local aspirations, pedestrian, bike, management and operations, freight, highway, road and transit solutions.

The 2014 RTP Technical Appendix and can be downloaded at: www.oregonmetro.gov/regional-transportation-plan. The document is located at the bottom of the web page.

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Excerpt from 2014 Regional Transportation Plan Attachment &

2.4 REGIONAL SYSTEM DEFINITION

Multi-modal regional transportation facilities and services are defined both by the function they serve and by where they are located. Facilities and services are included in the regional transportation system based on their function within the regional transportation system rather than their geometric design, ownership or physical characteristics.

A facility or service is part of the regional transportation system if it provides access to any activities crucial to the social or economic health of the Portland metropolitan region, including connecting the region to other parts of the state and Pacific Northwest or provides access to and within 2040 Target areas, as described below.

Facilities that connect different parts of the region together are crucial to the regional transportation system. Any link that provides access to or within a major regional activity center such as an airport or 2040 target area is also a crucial element of the regional transportation system. These facilities are shown on the network maps in this chapter.

As a result, the regional transportation system is defined as:

1. All state transportation facilities (including interstate, statewide, regional and district highways and their bridges, overcrossings and ramps).
2. All arterial facilities and their bridges.
3. Transportation facilities, including bicycle and pedestrian facilities, within designated 2040 centers, corridors, industrial areas, employment areas, main streets and station communities.
4. All high capacity transit and regional transit networks and their bridges.
5. All regional bicycle and pedestrian facilities and their bridges, including regional trails shown on the regional pedestrian and bicycle networks.
6. All bridges that cross the Willamette, Columbia, Clackamas, Tualatin or Sandy rivers.
7. All freight and passenger intermodal facilities, airports, rail facilities and marine transportation facilities and their bridges.

Regional Transportation System Components

Regional multi-modal transportation facilities and services include the following components:

1. Regional System Design
2. Regional Arterial and Throughway Network, which includes the National Highway System (NHS) and State highways
3. Regional Transit Network
4. Regional Freight Network
5. Regional Bicycle Network
6. Regional Pedestrian Network
7. Regional System Management & Operations which includes Demand Management

Excerpt from 2014 Regional Transportation Plan Attachment &

8. Any other transportation facility, service or strategy that is determined by JPACT and the Metro Council to be of regional interest because it has a regional need or impact (e.g. transit-oriented development, transportation system management and demand management strategies, local street connectivity, and culverts that serve as barriers to fish passage).

Together, these facilities and services constitute an integrated and interconnected system that supports desired land use and provides transportation options to achieve the goals of the RTP.

Visions, concepts and supporting policies are described for each component in the next section.

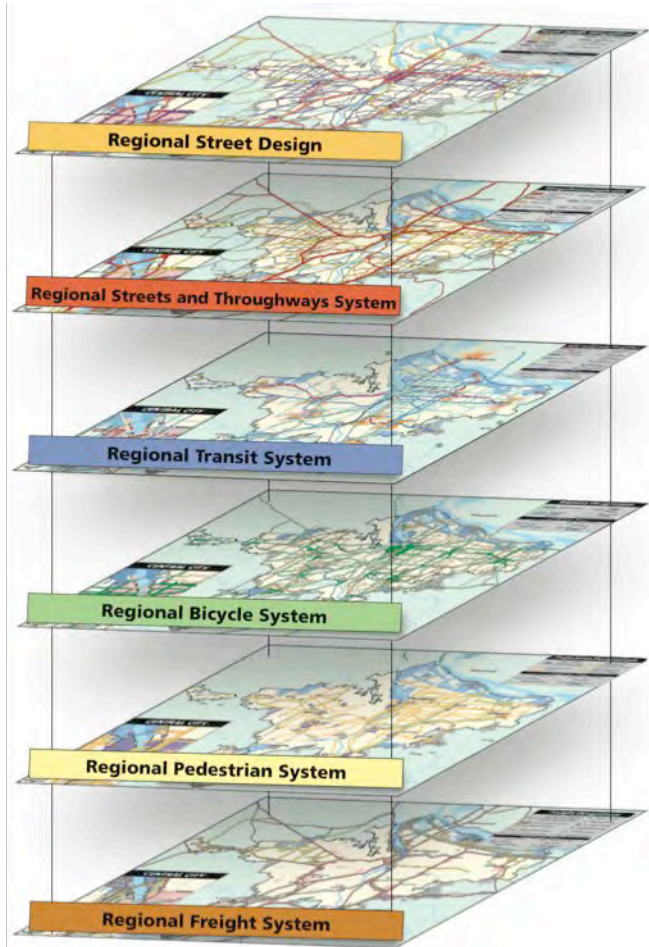
2.5 REGIONAL NETWORK VISIONS, CONCEPTS AND POLICIES

This section establishes a network vision,

concept and supporting policies for each component of the regional transportation system. The network vision, concepts and policies represent a complete urban transportation system that meets the plan goals and supports local aspirations for growth.

The network visions, concepts and policies provide for travel through a seamless and well-connected system of regional throughways and streets, local streets, freight networks, transit services and bicycle and pedestrian facilities. The concepts and policies emphasize safety, access, mobility and reliability for people and goods and the community-building and placemaking role of transportation.

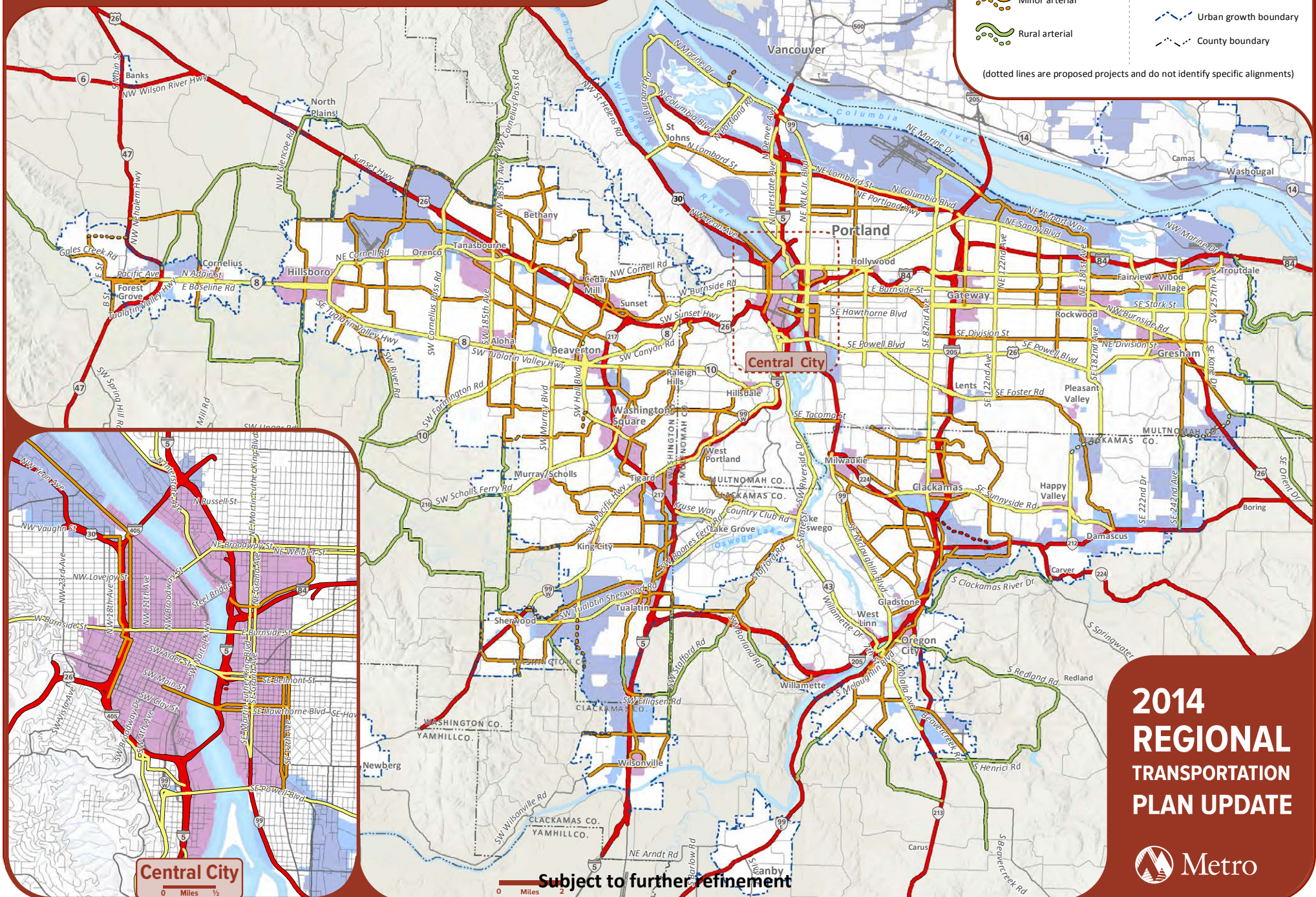
The network visions, concepts and policies guide the development, design and management of different components of the regional transportation system.



Regional Transportation Network Components

Arterial and Throughway Network

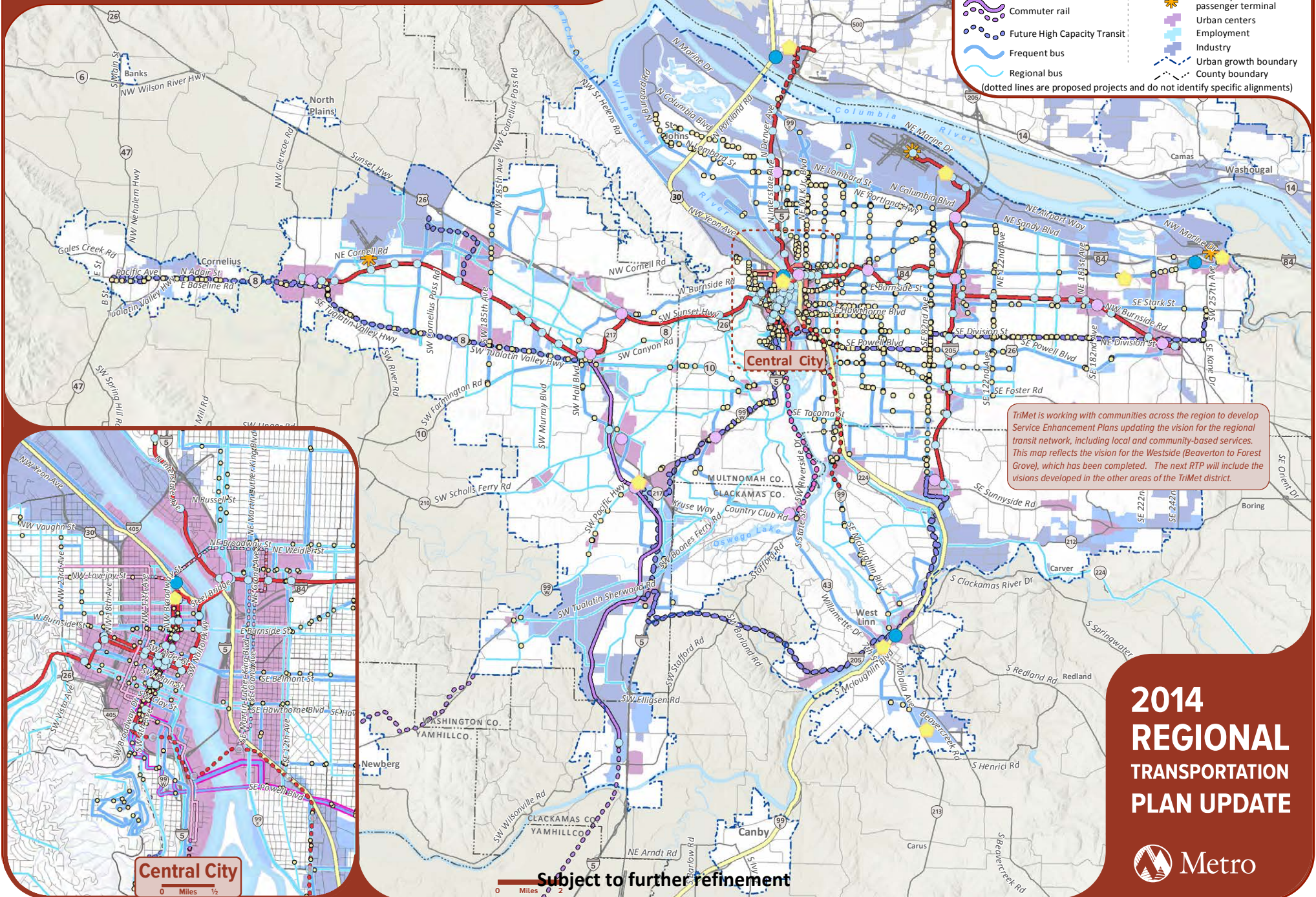
Figure 2.7



Regional Transit Network

Figure 2.10

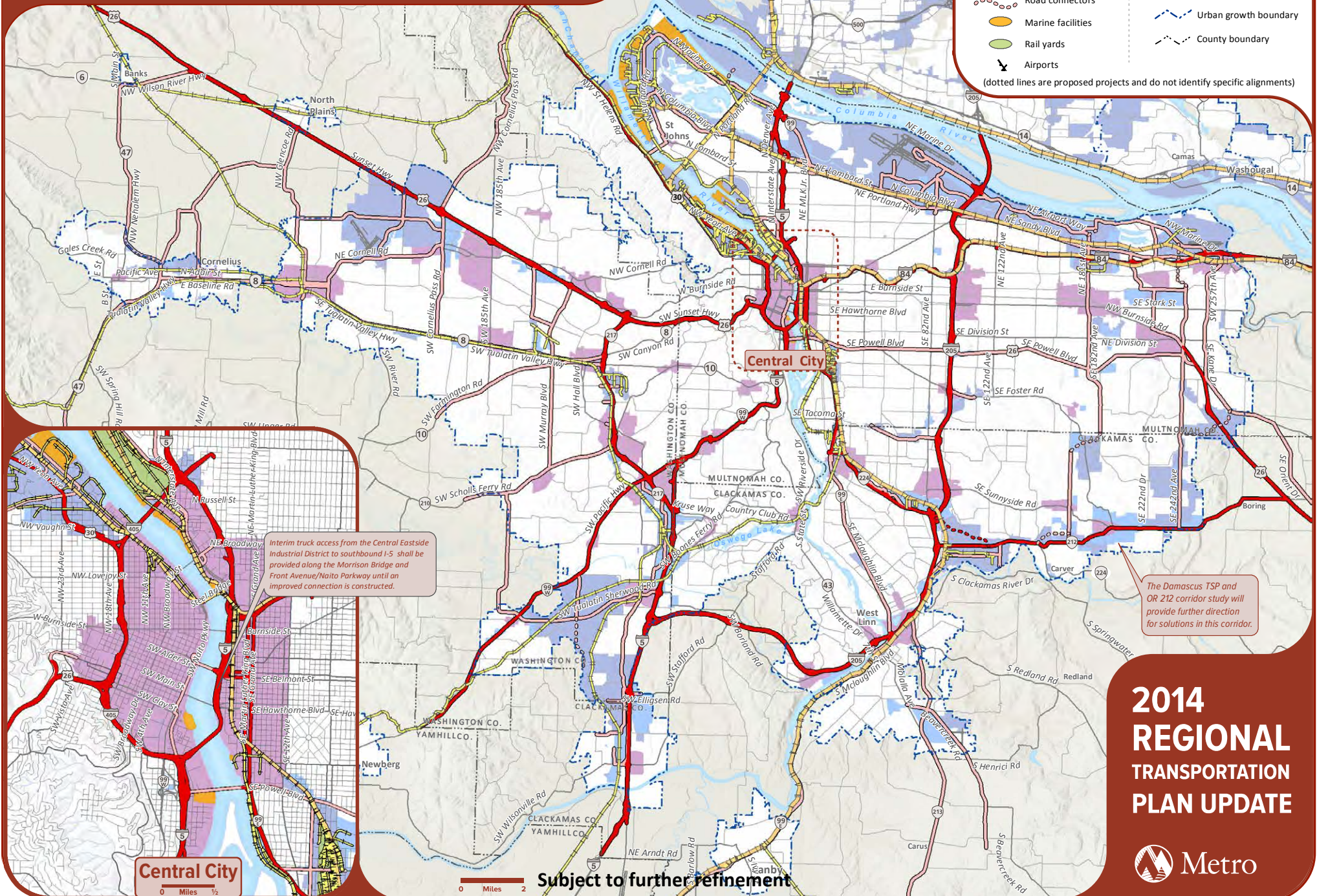
Excerpt from 2014 Regional Transportation Plan Attachment 8



Regional Freight Network

Figure 2.15

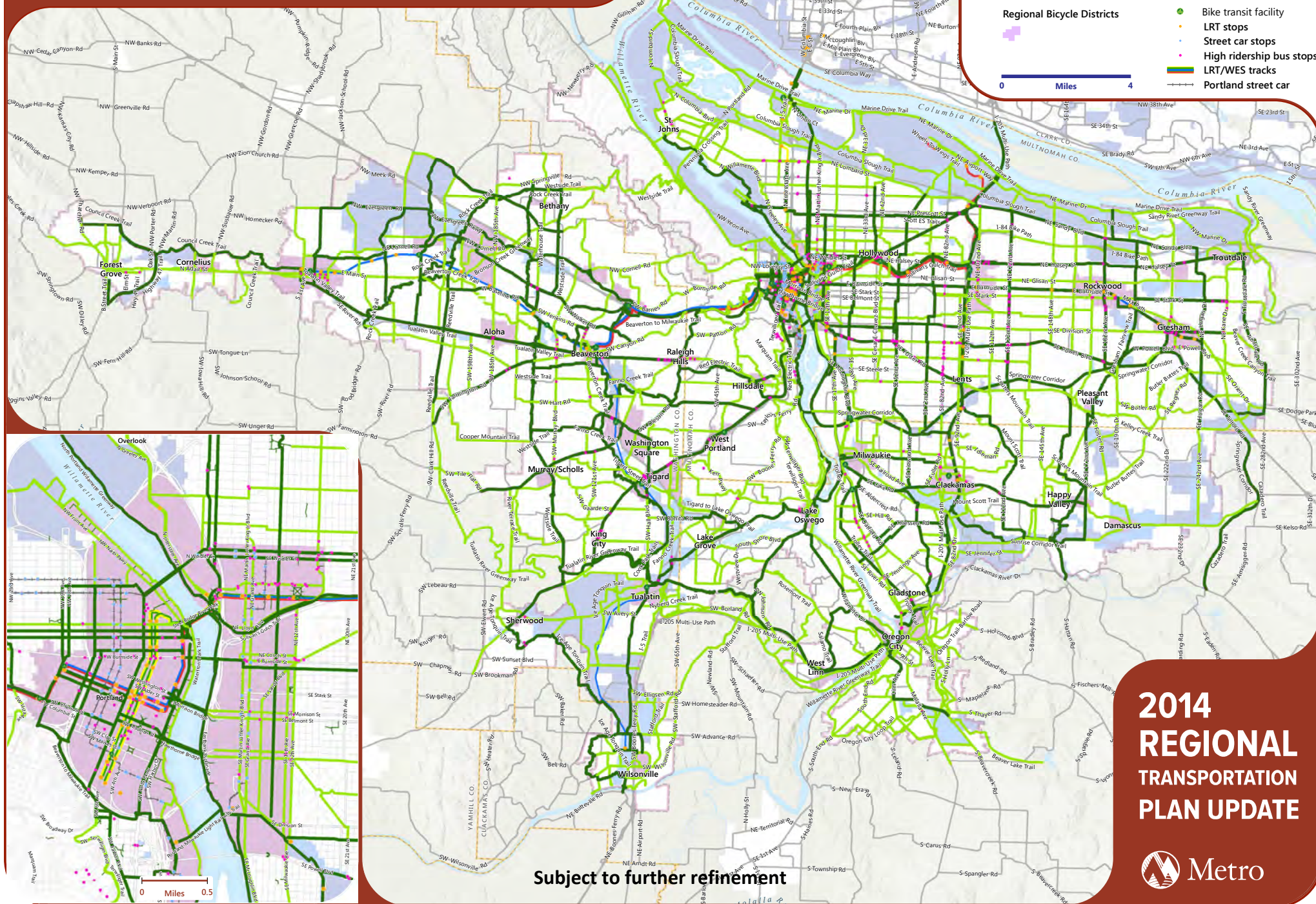
Excerpt from 2014 Regional Transportation Plan Attachment 8



Regional Bike Network

Figure 2.18

Excerpt from 2014 Regional Transportation Plan Attachment &



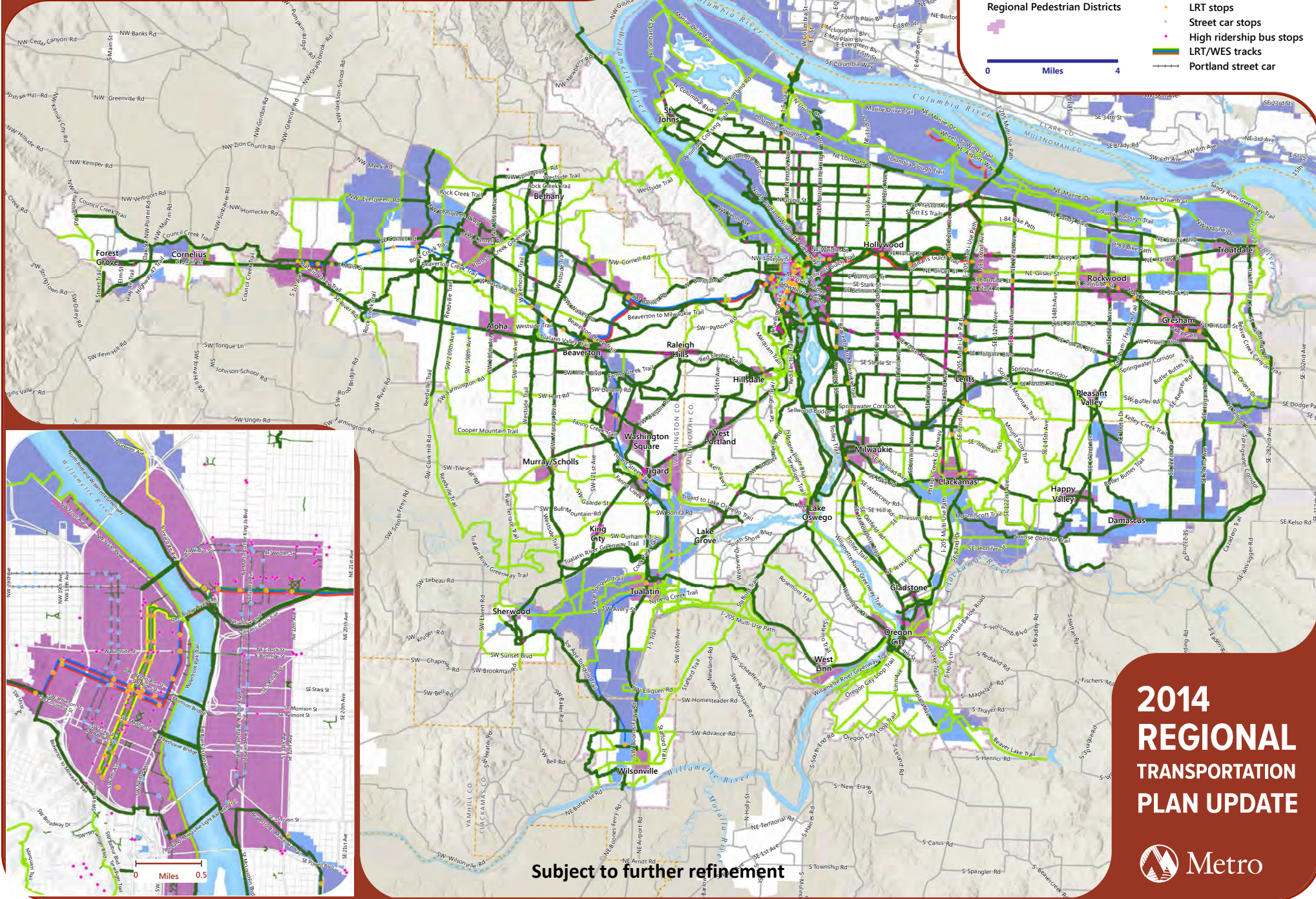
**2014
REGIONAL
TRANSPORTATION
PLAN UPDATE**



Excerpt from 2014 Regional Transportation Plan

Regional Pedestrian Network

Figure 2.20



Subject to further refinement

2014
REGIONAL
TRANSPORTATION
PLAN UPDATE



2018 RTP System Evaluation Measures to be tested in Summer 2017

ID	Name of RTP System Evaluation Measure
How much do people and goods travel in our region?	
1.	Multimodal travel System-wide # of miles traveled (total and share of overall travel), sub-region # of miles (total and share of overall travel) A) Vehicle Miles Traveled (VMT) <i>(total, per capita, and per employee)</i> B) Bicycle miles traveled <i>(total and per capita)</i> C) Freight miles traveled D) Pedestrian miles traveled <i>(total and per capita)</i> E) Person miles traveled
2.	Active transportation and transit mode share System-wide <i>(total and share)</i> : A) walking B) bicycling C) transit Non-driving travel <i>(total and share)</i> : A) Central City B) Regional Centers C) Mobility corridors D) Sub-regions.
How much do households spend on housing and transportation in our region?	
3.	Affordability* Combined cost of housing and transportation – <i>methodology TBD.</i>
How safe is travel in our region?	
4.	Share of safety projects* Percent of number and cost of safety projects in the RTP investment packages regionwide, in areas with historically marginalized communities, in areas with focused historically marginalized communities and per person in each area.
5.	Exposure to crash risk* The sum of all non-freeway vehicle miles traveled (VMT) in Transportation Area Zones (TAZ) for RTP investment packages region-wide, in historically marginalized communities, and in focused historically marginalized communities.
How easily, comfortably and directly can we access jobs and destinations in our region?	
6.	Access to travel options – system connectivity & completeness * Miles, network percent complete, connectivity, density and timing of sidewalk, bikeway, trail and new street investments region wide, in historically marginalized communities, in focused historically marginalized communities and within 1/2mile of transit.

** Reflects the transportation priorities identified by historically marginalized communities and will serve as the basis for the federally-required Title VI Benefits and Burdens analysis.*

2018 RTP System Evaluation Measures to be tested in Summer 2017

7.	Access to jobs* Number of jobs (<i>classified by wage groups – low, middle, and high</i>) accessible within A) 30 minutes by auto B) 45 minutes by transit C) 30 minutes by bike D) 20 minutes by walking.
8.	Access to community places* 1) Measure access by bicycling, walking, transit, driving 2) Adjust the time sheds for each mode 3) Define existing “daily needs” consistent with other similar efforts, including the TriMet Equity Index.
9.	Access to bicycle and pedestrian parkways Number and percent of households within ½ mile of a bicycle or pedestrian parkway.
10.	Access to transit Number and share of households, low-income households and employment within ¼- mile of high capacity transit or frequent service transit
11.	Access to industry and freight intermodal facilities Extent that industrial land and freight intermodal facilities are transportation constrained
How efficient is travel in our region?	
12.	Multi-modal travel times Between key origin-destinations for mid-day and 2-hr PM peak
13.	Congestion A) Vehicle hours of delay per person B) Interim Regional Mobility Policy - Locations of throughways, arterials, and regional freight network facilities that that exceed LOS threshold C) Freight Truck delay D) Total cost of delay on freight network
14.	Transit efficiency A) Boarding rides per revenue hour for HCT & bus B) Revenue hours by transit mode C) Transit ridership system-wide by each transit service type
How will transportation impact climate change, air quality and the environment?	
15.	Climate change Tons of transportation-related greenhouse gas emissions (<i>total and per capita</i>)
16.	Clean air Tons of transportation related air pollutants (<i>e.g. CO, ozone, PM-10</i>)
17.	Habitat impact* Number and percent of projects that intersect high value habitat

** Reflects the transportation priorities identified by historically marginalized communities and will serve as the basis for the federally-required Title VI Benefits and Burdens analysis.*



May 18, 2017

Attachment 4

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2018 Regional Transportation Plan Project Evaluation Pilot

INTRODUCTION

At the direction of the Metro Council, Metro staff have been working with the Transportation Policy Alternatives Committee (TPAC), the Metro Technical Advisory Committee (MTAC), and other interested partners to develop and pilot a project evaluation process and criteria to apply to projects submitted for consideration in the 2018 RTP. This project-level evaluation and criteria are intended to:

- 1.) Provide jurisdictions with information about the impact large-scale projects have on meeting our regional goals and addressing needs on the regional transportation system;
- 2.) Improve transparency to the public about the return on investment they receive by building regional projects;
- 3.) Help identify a pipeline of multi-modal regional transportation projects to address regional needs and public priorities, and maximize progress toward the region's shared vision and goals for our transportation system.

The project-level criteria, developed based on the adopted RTP goals and objectives, will first be tested and refined on a small subset of capital projects recommended by jurisdictional staff for inclusion in the RTP during the first Call for Projects. For the pilot phase, Metro staff recommend that application of the draft criteria be limited to a small number of capital projects submitted by each sponsoring agency. The city of Portland, ODOT, TriMet, Port of Portland and each county will be asked to apply the criteria to at least five of their respective project submittals. All other agencies will be asked to apply the criteria to at least one of their respective project submittals. During the second Call for Projects phase in 2018, Metro staff are recommending that all capital projects greater than \$10 million be evaluated, unless exempted as outlined in the criteria.

BACKGROUND

How the project evaluation criteria will be used

The project-level criteria provide information as to how the project helps advance the goals and objectives of the RTP. At no point will the project evaluation criteria be used to determine whether a project moves forward or not, or where it fits in a development timeline. The criteria are intended to simply provide information in a consistent, mode-neutral way. This information can then be used by policy-makers to identify regional priorities for future funding. The project-level criteria will also allow local jurisdictions to make better informed decisions to finalize the projects and programs they will recommend for the 2018 RTP (e.g., timing, phasing, and constrained vs. strategic project lists) in 2018.

The criteria work in conjunction with the system performance evaluation and transportation equity analysis that will be conducted on the Constrained RTP Investment Strategy and the Strategic RTP Investment Strategy. They provide a project-level look at how major projects impact our overall transportation system performance.

May 18, 2017

Use of the score

In order to compare "apples to apples," when the projects are presented they will be grouped and reported with similar project types. This means bike projects will be presented with other bike projects, road projects will be presented with other road projects, and so on. Local agency staff can then use that information to identify refinements to the initial project lists (e.g., timing, phasing, and constrained vs. strategic project lists) in 2018 to address deficiencies identified through the system evaluation and/or the transportation equity analysis.

The RTP Performance work group will conduct the initial review of the pilot criteria in Fall 2017 to identify potential adjustments to the measures and criteria for consideration by the regional technical advisory committees. Recommendations from the technical committees will be brought forward for consideration by JPACT, MPAC and the Metro Council in advance of the final evaluation.

Steps to determine projects to include in the transportation plan

Local jurisdictions and county coordinating committees will play the strongest role in determining what projects are put forward for inclusion in the plan. After agencies determine their priority projects (dependent on the funding projections), agency and public input, technical analysis (e.g., the system performance and transportation equity analysis), and discussion by the Metro Council and regional policy advisory committees will help shape the final list in 2018.

In January 2018, the initial list of projects proposed by agencies will be shared with the general public, along with findings from the system performance and transportation equity analysis, for comments and input. Based on the input and any updates to the available funding forecast, the initial list of projects in the RTP will be updated by agencies for the final draft Regional Transportation Plan in April 2018. At that time, all capital projects greater than \$10 million in cost will apply the refined criteria, unless otherwise exempt as outlined in the updated criteria based on further discussion and recommendation by TPAC and MTAC in Fall 2017. The final draft project list will undergo a second round of system performance and transportation equity analysis and a final round of agency and public input before adoption in 2018.

DRAFT 2018 RTP PROJECT CRITERIA PROPOSED FOR TESTING *(The criteria are listed alphabetically)*

1. AIR QUALITY AND CLIMATE CHANGE | 10 POINTS
 2. CONGESTION RELIEF | 10 POINTS
 3. ENVIRONMENTAL PROTECTION | 10 POINTS
 4. EQUITY AND ACCESS TO OPPORTUNITY | 10 POINTS
 5. FREIGHT AND GOODS MOVEMENT | 10 POINTS
 6. JOBS AND ECONOMIC DEVELOPMENT | 10 POINTS
 7. PLACEMAKING AND 2040 CENTERS SUPPORT | 10 POINTS
 8. READINESS AND COST-EFFECTIVENESS | 10 POINTS
 9. TRANSPORTATION SAFETY | 10 POINTS
 10. TRAVEL OPTIONS | 10 POINTS
- BONUS: TRANSPORTATION RESILIENCY | 5 POINTS

May 18, 2017

Exemptions from pilot project evaluation

The following projects are specifically exempt from the pilot:

- 100% locally funded projects
- 2015-2018 and 2019-21 Regional Flexible Funds Allocation (RFFA) funded projects, including:
 - Three priority bottleneck projects (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline);
 - Two priority transit projects (the Southwest Corridor and Division Transit projects); and
 - TBD active transportation projects selected by JPACT and the Metro Council for project development
- Freight rail and marine terminal projects
- Stand alone Intelligent Transportation Systems and Active Traffic/Corridor Management projects
- Programmatic activities such as the TOD program, transportation demand management programs, the Regional Travel Options program, etc.
- Transit maintenance and operations projects that do not add capacity, such as transit vehicle purchases and replacements, rail track reconfiguration, operational upgrades, transit garage upgrades, etc.
- Road maintenance and operations projects that do not add capacity, such as rehabilitation of bridge mechanical system, bridge painting, bridge deck repair, guardrails, etc.
- Corridor refinement plans, area studies and other planning-focused projects

PRELIMINARY DRAFT 2018 RTP FINANCIALLY CONSTRAINED CAPITAL REVENUE FORECAST – STARTING POINT FOR CALL FOR PROJECTS

This document summarizes the preliminary draft financially constrained capital revenue forecast for the period 2018 to 2040 and sub-regional funding targets recommended by TPAC for purposes of the Call for Projects.

TPAC recommended JPACT accept the draft RTP financially constrained revenue forecast and double the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy for purposes of the Call for Projects. The draft RTP financially constrained revenue forecast was developed through extensive consultation and coordination with local governments, ODOT, TriMet and SMART staff that is still underway. While still being developed for purposes of the Call for Projects, the preliminary draft forecast shown in **Table 1** reflects a realistic outlook of the amount of local, state and federal transportation funding that is expected to be available from 2018 to 2040.

Table 1. PRELIMINARY DRAFT 2018 RTP Financially Constrained Revenue Forecast for 2018 to 2040 for Purposes of the RTP Call for Projects

Capital only in rounded billions of 2016 dollars - *Subject to change pending further agency review*

Revenue Source	2018-2027	2028-2040	Constrained Capital Revenues Total
Local sources			
City of Portland	\$0.37	\$0.48	\$0.85
Clackamas County and cities	\$0.26	\$0.35	\$0.61
Multnomah County and cities	\$0.13	\$0.16	\$0.29
Washington County and cities	\$0.87	\$1.10	\$1.97
Port of Portland	Under development – to be determined		
Federal and state sources			
To ODOT projects*	\$0.67	\$0.85	\$1.52
Federal Transit New Starts/Small Starts**	\$1.40	\$1.40	\$2.80
State match to high capacity transit (HCT) projects**	\$0.56	\$0.56	\$1.12
Regional Flexible Fund Allocation HCT Bonding	\$0.11	\$0.00	\$0.11
Discretionary sources available for regional/local projects***	\$0.18	\$0.43	\$0.61
Regional sources			
Regional funding measure	Under discussion – to be determined		
Total	\$4.55 billion	\$5.33 billion	\$9.88 billion

Notes:

- * This includes \$1 billion identified in draft statewide transportation package to advance three priority bottleneck projects in the Portland region (I-5/Rose Quarter, OR 217, and I-205 widening – Ph. 1: I-205/Abernethy Bridge and Ph. 2: I-205 mainline).
- ** Federal and state revenues to HCT is a maximum available threshold. Actual revenues will be adjusted based on projects identified during the planning process, their costs, and the ability to identify local and/or regional revenues to meet funding match requirements.
- *** Revenue sources include: Congestion Mitigation Air Quality Program, Surface Transportation Block Grant, TIGER, FASTLANE, Federal bridge and safety programs and *ConnectOregon* (bike and pedestrian projects).

May 10, 2017

Table 2 summarizes TPAC’s recommendation to set sub-regional capital funding targets (based on the draft constrained forecast and doubling the draft constrained revenue forecast to set an overall funding level for the RTP Investment Strategy) for purposes of the Call for Projects. The draft targets will be adjusted, as needed, by June 1 to reflect any updates to the draft forecast identified during the agency review.

Table 2. PRELIMINARY DRAFT Sub-Regional Capital Funding Targets for Purposes of the RTP Call for Projects
Capital only in rounded billions of 2016 dollars - *Subject to change pending further agency review of draft constrained forecast*

Agency/ Coordinating Committee	CONSTRAINED Capital Funding Target 2018 – 2040	TOTAL Capital Funding Target 2018-2040
ODOT	\$1.52	\$3.04
TriMet	\$4.03	\$8.06
City of Portland	\$1.04	\$2.08
Clackamas County & cities	\$0.71	\$1.42
Multnomah County & cities	\$0.44	\$0.88
Washington County & cities	\$2.14	\$4.28
Port of Portland	under development	under development
TOTAL	\$9.88 BILLION	\$19.76 BILLION

The draft forecast is subject to change pending further agency review by June 1 and will need additional refinements in 2018 to reflect local, regional, federal and/or state funding discussions or actions that occur before the RTP is finalized for adoption. Right now, regional discussions are focused on the anticipated state transportation package and advancing the three bottlenecks, the Southwest Corridor, the Division Transit Project and some to be determined active transportation projects. Additional regional discussions are anticipated to identify what the region would like to do locally and regionally to build a path to future funding opportunities so the region can fund and build the investment strategy that is recommended in the final 2018 RTP. The preliminary draft capital forecast and preliminary draft overall funding level shown in Table 2 along with evaluation of the investment priorities identified by agencies during the Call for Projects and public input will inform the discussions. The outcome of the discussions and state legislative package will lead to refinements to the RTP Funding Framework in 2018 to finalize the RTP constrained forecast to meet federal requirements and set the overall size of the RTP Investment Strategy to meet state requirements, including required greenhouse gas emissions reductions.

Building the 2018 RTP Investment Strategy

Investments for addressing our regional transportation challenges

Examples of the types of investments identified to address regional transportation challenges:

Projects



Bridge and road maintenance

Bridge and road pavement resurfacing, preventive maintenance, preservation and rehabilitation



Bus and rail vehicle maintenance and replacement

Preventive maintenance for fleet and facilities, transit vehicle replacement, etc. to keep system in good repair



Complete streets for all users

Modernize street and intersection designs to reduce conflicts and better serve all modes and users



Freight access to industry and ports

Road and railroad crossing upgrades, port and intermodal terminal access improvements, rail yard and rail track upgrades



Freeway expansion

Interchange fixes, strategic widening, auxiliary lane additions in areas of consistent bottlenecks



High occupancy vehicle/tolled lanes, pricing express lanes

High occupancy vehicle (HOV) lanes, high occupancy tolled (HOT) lanes, tolling, managed lanes, congestion pricing



Main street retrofits

Retrofit streetscapes in areas with shopping, restaurants and local services to include street trees, improved lighting, street furniture, such as benches, garbage bins, wider sidewalks, bike parking, etc.



Seismic upgrades

Retrofit roads and bridges to increase resiliency to earthquakes, particularly major river crossings



Street connections and expansion

New arterial and collector street connections, strategic widening, highway overcrossings, etc.



Transit service enhancement and expansion

Increased bus service coverage, speed and frequency, MAX and streetcar extensions, expanded WES commuter rail service, employee and community shuttles, separate travel lanes for buses, etc.



Walking and biking connections

Protected and/or separated bike lanes, sidewalks, crosswalks and curb ramps on major streets, off-street trails, etc.

Programs



Affordable transit pass program

Provide affordable transit passes to students, seniors and low-income riders



Programs and incentives to reduce vehicle trips

Regional travel options programs, paid and timed parking in centers, encourage walking, biking, use of transit, carpooling, carsharing, ridesharing, telecommuting, etc.



Smart technology and traffic management

Traffic signal and transit priority coordination, vehicle charging stations, clearing crashes quickly, etc.



Transit amenities

Bus shelters and benches, passenger boarding areas, transit stop and station access, lighting at stops, etc.



Transit oriented development

Policy and market incentives to encourage building higher-density, mixed-use projects in centers and along corridors served by high capacity and frequent transit



Transportation safety and education programs

Improved and expanded Safe Routes to Schools programs, speed enforcement, Safe Routes to Transit programs, etc.



Transportation services for older adults and people with disabilities

On-call paratransit services, door-to-door pick up, etc.

Other tools that could be supported by policies



Emerging market-based technologies

Freight movement technology, self-driving vehicles, shared mobility services (e.g., Uber and Lyft), etc.

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Building the RTP Investment Strategy

Attachment 7

Summary of coordination, evaluation and refinement activities | June 1, 2017 to June 30, 2018

2017

2018

June 1 to July 21
2017

July to
Dec. 2017

Jan. to April
2018

May to June
30, 2018

BUILD DRAFT STRATEGY

through coordinating
committees

EVALUATE DRAFT STRATEGY

Round 1

REFINE MEASURES

if needed

REFINE DRAFT STRATEGY

through coordinating committees

EVALUATE REFINED DRAFT STRATEGY

Round 2

Round 1

Technical Analysis

- System performance
- Transportation equity
- Pilot project evaluation

REFINE POLICY FRAMEWORK

REFINE FUNDING FRAMEWORK

Round 2

Technical Analysis

- System performance
- Transportation equity
- Project evaluation

Building the RTP Investment Strategy

Attachment 7

Summary of coordination, evaluation and refinement activities | June 1, 2017 to June 30, 2018

June 1 to July 21
2017

**DRAFT
STRATEGY**
through
coordinating
committees

July to
Dec. 2017

**EVALUATE
DRAFT
STRATEGY**
Round 1

Jan. to April 2018

REFINE MEASURES
if needed

REFINE DRAFT STRATEGY
through coordinating committees

May to June 30,
2018

**EVALUATE
REFINED
DRAFT
STRATEGY**
Round 2

2017

Metro issues Call for Projects on June 1
Cities and counties work with Metro, ODOT, Port, TriMet, and SMART through technical and policy coordinating committees to identify projects to submit for each investment package
Agencies submit project information on-line to Metro by July 21
Agencies submit endorsement of projects from governing bodies by Aug. 25
All agencies pilot project evaluation to test criteria and provide information to sponsoring agencies

Metro compiles draft project lists to review project submittals and project criteria with TPAC and MTAC
Metro evaluates draft project lists and identifies any shortcomings of measures and project criteria
Metro prepares draft regional-level findings on system performance and transportation equity analysis
Metro convenes RTP work groups, TPAC and MTAC and works with coordinating committees to review draft regional findings and deficiencies, and recommend changes, if any, that are needed
Metro packages corridor-level and other technical information for agencies to use to refine projects with coordinating committees
Coordinating committees prepare to refine project lists in response to the system evaluation, transportation equity analysis, and public input

On-line comment opportunity on draft investment packages and regional findings
Convene Regional Leadership Forum 4 to:

- Discuss regional findings and deficiencies and public input on draft projects lists
- Discuss updated funding information (including final constrained revenue forecast)
- Discuss recommended policy framework changes
- Seek direction on refining investment packages (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria

Metro convenes RTP work groups to recommend refinements to system performance and transportation equity measures and project evaluation criteria for future use (Round 2 analysis)
Cities and counties work with Metro, ODOT, Port, TriMet and SMART through technical and policy coordinating committees to identify refinements to investment packages, if needed or desired
Agencies submit updated project lists on-line to Metro by April 29; all project submittals with a cost of more than \$10 million apply updated project criteria

2018

Metro compiles refined draft project lists to review with TPAC and MTAC
Metro evaluates refined draft investment packages and updates regional-level findings on system performance and transportation equity analysis
Metro reviews updated findings with TPAC and MTAC to frame tradeoffs and choices for Metro Council, JPACT and MPAC policy direction
Metro Council and JPACT recommend which draft investment packages (Round 1 or Round 2 or Hybrid) are released for public comment period
Hold 45-day public comment period from June 29 to Aug. 13 (tentative)



Metro



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

2018 Regional Transportation Plan

Schedule and timeline for Building the 2018 RTP Investment Strategy

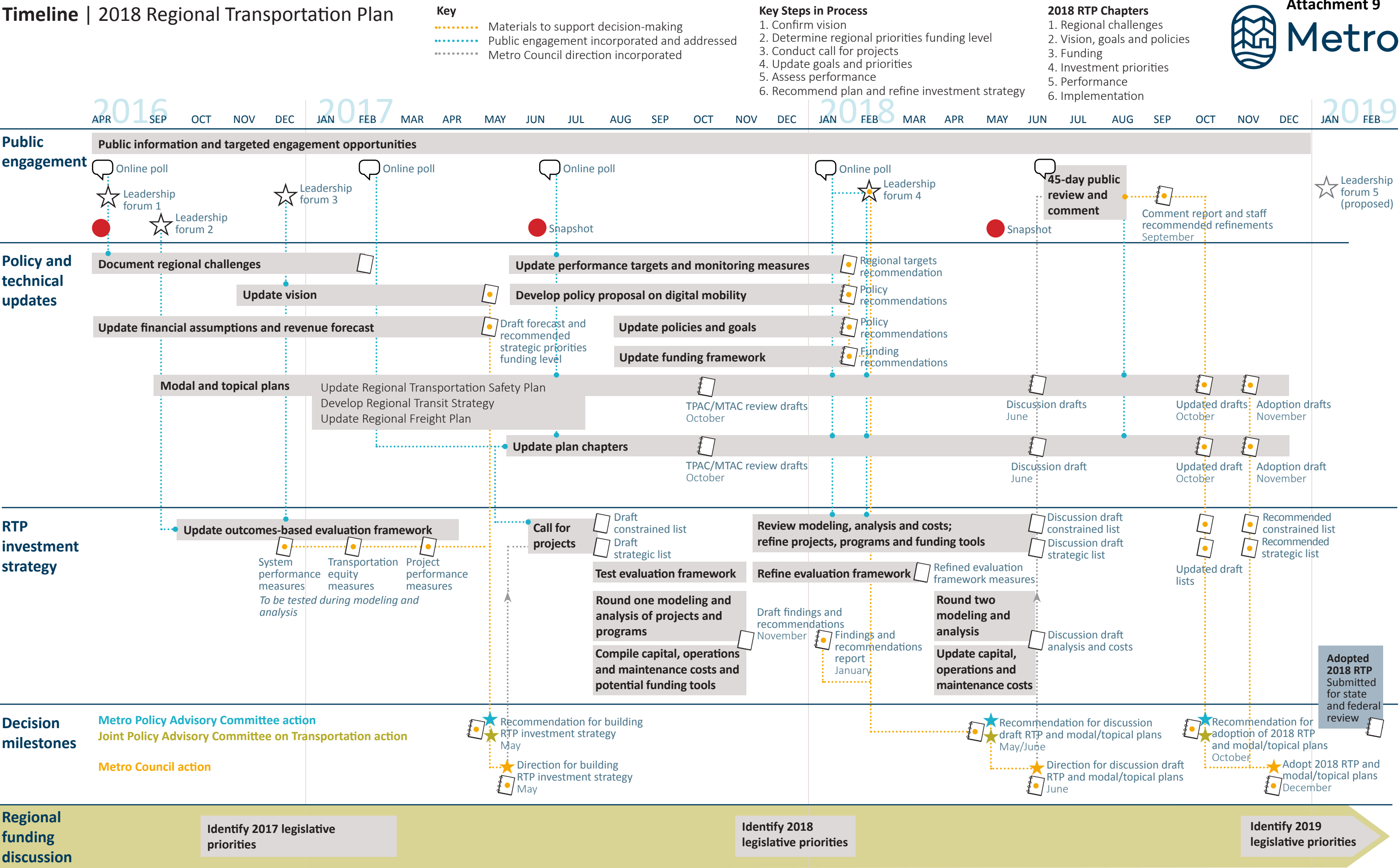
June 1, 2017	Call for Projects released
July 21, 2017	Agencies submit projects and information by 5 p.m.
July-October 2017	RTP Technical Evaluation Process (Round 1)
Aug. 2017	Metro reviews submittals for completeness and compiles draft project lists for TPAC and MTAC review
Aug. 25, 2017	Agencies submit project endorsements from governing bodies by 5 p.m.
Nov. – Dec. 2017	Draft RTP Findings & Recommendations Report released for technical review by TPAC, MTAC, RTP work groups and technical coordinating committees to discuss findings and deficiencies, and recommend changes, if any, that are needed. The technical discussions will inform materials being prepared for discussion by the Metro Council and regional policy advisory committees, through an on-line comment opportunity and at the Regional Leadership Forum 4. Metro provides corridor-level and other technical evaluation information to agencies and coordinating committees to use to inform potential refinements to projects in Spring 2018 Coordinating committees prepare to refine project lists in Spring 2018 in response to the system evaluation, transportation equity analysis, project evaluation and public input
Jan. – Feb. 2018	On-line public comment opportunity on draft projects and key findings
Feb. 2018	Regional Leadership Forum 4 <ul style="list-style-type: none"> a. Discuss regional findings and deficiencies, project information and public input on draft projects lists b. Discuss updated funding information c. Provide direction on refining investment priorities (e.g., timing and/or constrained/strategic list) and updated evaluation measures and project criteria
Feb. to April 2018	Cities and counties work with Metro, ODOT, Port, TriMet and SMART through technical and policy coordinating committees to identify investment strategy refinements, if needed or desired
April 29, 2018	Agencies submit updated projects and required information by 5 p.m.
May – June 2018	RTP Technical Evaluation Process (Round 2) Metro compiles refined draft project lists and reviews updated project submittals with TPAC and MTAC Metro evaluates refined draft project lists and updates regional-level findings on system performance and transportation equity analysis

	Metro reviews updated findings with TPAC and MTAC to frame tradeoffs and choices to highlight to the Metro Council, JPACT and MPAC
June 2018	Metro Council and JPACT recommend which draft project list (Round 1 or Round 2 or Hybrid) to be released during 45-day public comment period
June 29 to Aug. 13, 2018	Release public review draft RTP, Regional Framework Plan and Functional Plan amendments (if needed), and public review draft modal/topic plans for 45-day comment period & hearing
Sept. 2018	MTAC and TPAC consider public comment and make recommendations to MPAC and JPACT on 2018 RTP and modal/topical plans
Oct. 2018	MPAC and JPACT consider public comment and make recommendations to Council on 2018 RTP and modal/topical plans
Dec. 2018	Council action on 2018 RTP and Regional Transit Strategy, updated Regional Freight Plan, and updated Regional Safety Plan
Early 2019	Submit 2018 RTP to US DOT and LCDC for federal and state review

Agency contacts and Metro staff liaisons

Agency	Agency contact	Metro liaison
City of Portland	Courtney Duke (503) 823-7265 courtney.duke@portlandoregon.gov	Lake McTighe (503) 797-1747 lake.mctighe@oregonmetro.gov
Clackamas County and cities	Karen Buehrig (503) 742-4683 karenb@co.clackamas.or.us	Dan Kaempff (503) 813-7559 dan.kaempff@oregonmetro.gov
Multnomah County and cities (excluding City of Portland)	Joanna Valencia (503) 988-3043 x29637 joanna.valencia@multco.us	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
Washington County and cities	Chris Deffebach (503) 846-3406 christina.deffebach@co.washington.or.us	Kim Ellis (503) 797-1617 kim.ellis@oregonmetro.gov
TriMet	Eric Hesse (503) 962-4977 hessee@trimet.org	Jamie Snook (503) 797-1751 jamie.snook@oregonmetro.gov
ODOT	Lidwien Rahman (503) 731-8229 lidwien.rahman@odot.state.or.us	John Mermin (503) 797-1747 john.mermin@oregonmetro.gov

Timeline | 2018 Regional Transportation Plan



Materials following this page were distributed at the meeting.

Councilor Feedback Sheet

to capture thoughts and feedback on the Rate Transparency presentation
May 30, 2017

Questions for the Metro Council today:

1. Does Metro Council have any questions about rate transparency?
2. To what degree would Metro Council like staff to make private transfer station rates more transparent?

Feedback

Background

Feedback from local governments

Next steps

Solid Waste Rate Transparency

Example of the “Option 2” approach

For each private transfer station, estimate the following, per ton:
(numbers shown are for example purposes only)

Revenue (effective tip fee)	\$100
------------------------------------	--------------

Tip fee at landfill	\$ 20
---------------------	-------

Transport to landfill	\$ 25
-----------------------	-------

<u>SW fees & taxes</u>	<u>\$ 35</u>
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Total Disposal Costs	\$ 80
----------------------	-------

<i>Operating cost, G&A, profit</i>	<i>\$ 20</i>
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(difference between total disposal costs and revenue)



oregonmetro.gov/rtp



2018 Regional Transportation Plan

Building the RTP Investment Strategy

Metro Council

May 30, 2017

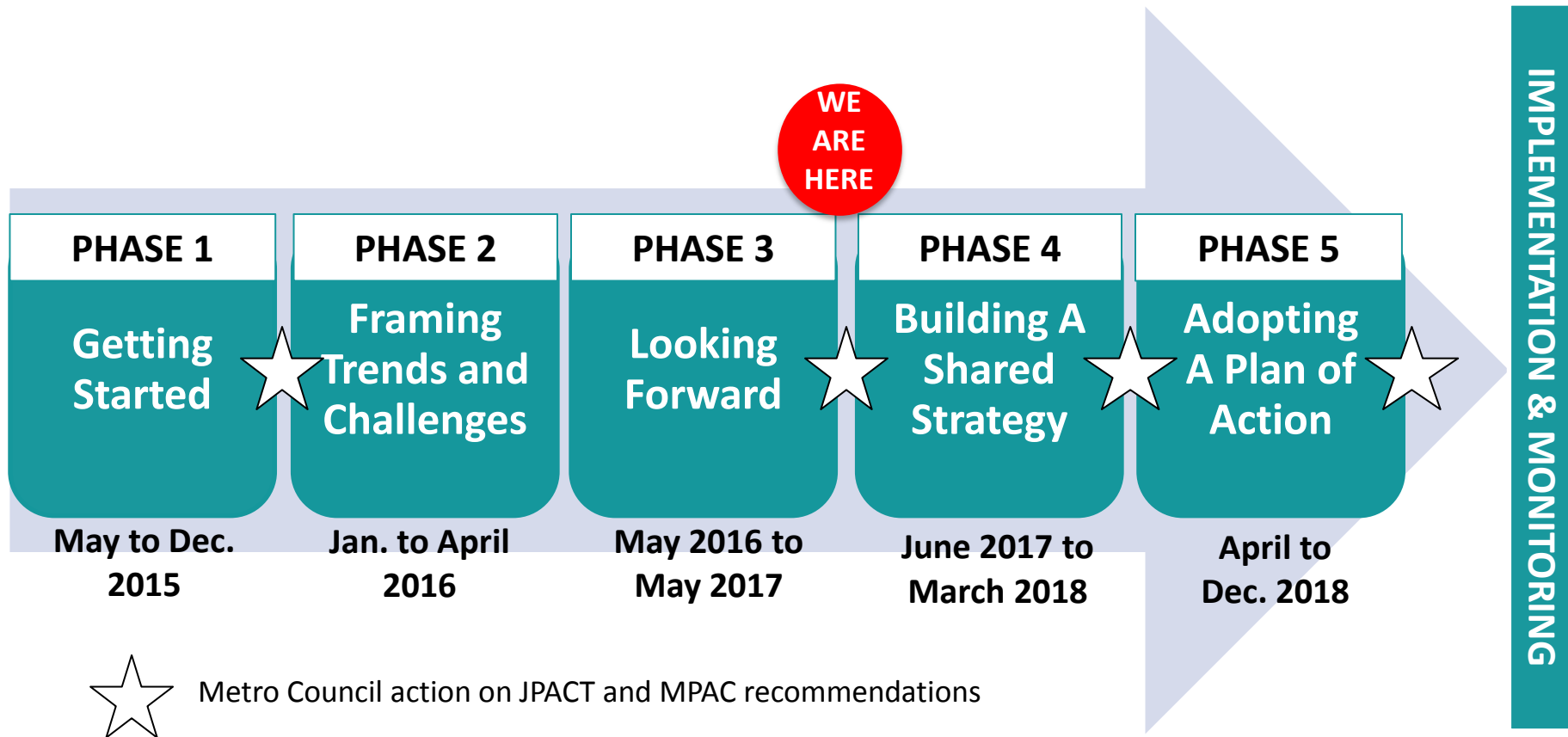
Key outcome for today

Council direction to staff on moving forward with building the draft RTP Investment Strategy as recommended by MPAC and JPACT

This action provides direction to move forward and does not adopt policy, a funding strategy, or a plan – that comes next year.



Project timeline



2040 Growth Concept and community plans are our foundation



2014 REGIONAL
ACTIVE
TRANSPORTATION PLAN



Regional
Transportation Plan

Adopted July 17, 2014
www.oregonmetro.gov/rtp

2014



Climate Smart Strategy
for the Portland metropolitan region

oregonmetro.gov/climatestrategy

2014



Adopted
State and
local plans

2040 Growth Concept
Adopted in 1995

Metro Council direction to staff requested

1

**RTP
Policy
Framework**

2

**RTP
Evaluation
Framework**

3

**RTP
Funding
Framework**

1 MPAC AND JPACT RECOMMENDATION TO COUNCIL **RTP Policy Framework**

Approve vision statement

Use adopted 2014 RTP
policy framework and vision
as starting point for
strategy

Begin work to review and
recommend refinements to
2014 RTP policy framework



2 MPAC AND JPACT RECOMMENDATION TO COUNCIL RTP Evaluation Framework

Test new measures and assess how draft strategy aligns with RTP goals:

- System-level evaluation
(all projects)
- Transportation equity analysis*
(all projects)

Pilot project-level evaluation on small number of larger-scale projects



* Transportation equity to be measured across multiple outcomes to support federally-required Title VI and Environmental Justice Analysis.

3

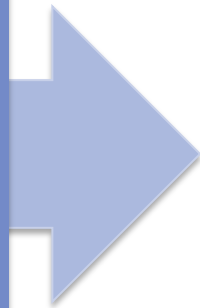
JPACT RECOMMENDATION TO COUNCIL **RTP Funding Framework**

A starting point for purposes of the RTP Call for Projects, and subject to further refinement in 2018

**Accept draft
constrained
revenue
forecast**

**Double
forecast to
define draft
strategy
funding level**

**Set sub-
regional
capital
funding
targets**



3

JPACT RECOMMENDATION TO COUNCIL

Accept draft constrained forecast and double it to set overall funding target for Call for Projects

\$21.05 B



2014 RTP



\$19.76 B



2018 RTP

This chart reflects capital revenues in rounded 2016 dollars and does not include I-5 Bridge Replacement funding assumptions.

Subject to change pending further agency review of draft revenue forecast

Set sub-regional funding targets for Call for Projects

Agency/ Coordinating Committee	CONSTRAINED Capital Funding Target (billions of 2016 dollars)	TOTAL STRATEGY Capital Funding Target (billions of 2016 dollars)
ODOT	\$1.52	\$3.04
TriMet	\$4.03	\$8.06
City of Portland	\$1.04	\$2.08
Clackamas County & cities	\$0.71	\$1.42
Multnomah County & cities	\$0.44	\$0.88
Washington County & cities	\$2.14	\$4.28
Port of Portland	under development	under development
TOTAL	\$9.88 BILLION	\$19.76 BILLION

Subject to change pending further agency review of draft capital revenue forecast 10

JPACT RECOMMENDATION CONTEXT

2014 vs. 2018 RTP Compared

Draft Capital funding targets are shown in rounded billions of 2016 dollars.

Red indicates a decline from 2014 to 2018 RTP capital funding targets.

Agency/Coordinating Committee	CONSTRAINED		TOTAL STRATEGY	
	2014 RTP	2018 RTP	2014 RTP	2018 RTP
ODOT	\$0.66	\$1.52	\$1.42	\$3.04
TriMet	\$2.10	\$4.03	\$6.23	\$8.06
City of Portland	\$1.73	\$1.04	\$2.94	\$2.08
Clackamas County & cities	\$1.50	\$0.71	\$2.02	\$1.42
Multnomah County & cities	\$1.33	\$0.44	\$2.03	\$0.88
Washington County & cities	\$3.52	\$2.14	\$5.82	\$4.28
Port of Portland	n/a	under development	n/a	under development
TOTAL	\$11.40 BILLION	\$9.88 BILLION	\$21.05 BILLION	\$19.76 BILLION

MPAC and JPACT recommendation to Council

1

RTP Policy Framework

- Approve vision statement
- Use 2014 RTP policy framework and revised vision statement as starting point to guide building strategy
- Begin work to review and recommend refinements to 2014 RTP policy framework

2

RTP Evaluation Framework

- Test updated evaluation measures, pilot project evaluation criteria and recommend refinements for final evaluation

3

RTP Funding Framework

- Accept the draft financially constrained revenue forecast for the RTP Call for Projects
- Double the draft constrained forecast to set overall funding level for the RTP Call for Projects
- Set sub-regional capital funding targets for the RTP Call for Projects

Key dates and next steps

pending Council direction

June 1	Call for Projects begins
July 21	Deadline for project information and endorsement letters
Fall	Technical evaluation and findings summarized
Fall/Winter	Policy review and funding work completed
Jan.-April	Public input and regional discussion of technical findings and updated policy and funding information guide refinements to draft strategy
Feb.	Regional Leadership Forum #4 to provide direction on refinements to draft strategy

Metro Council direction to staff requested

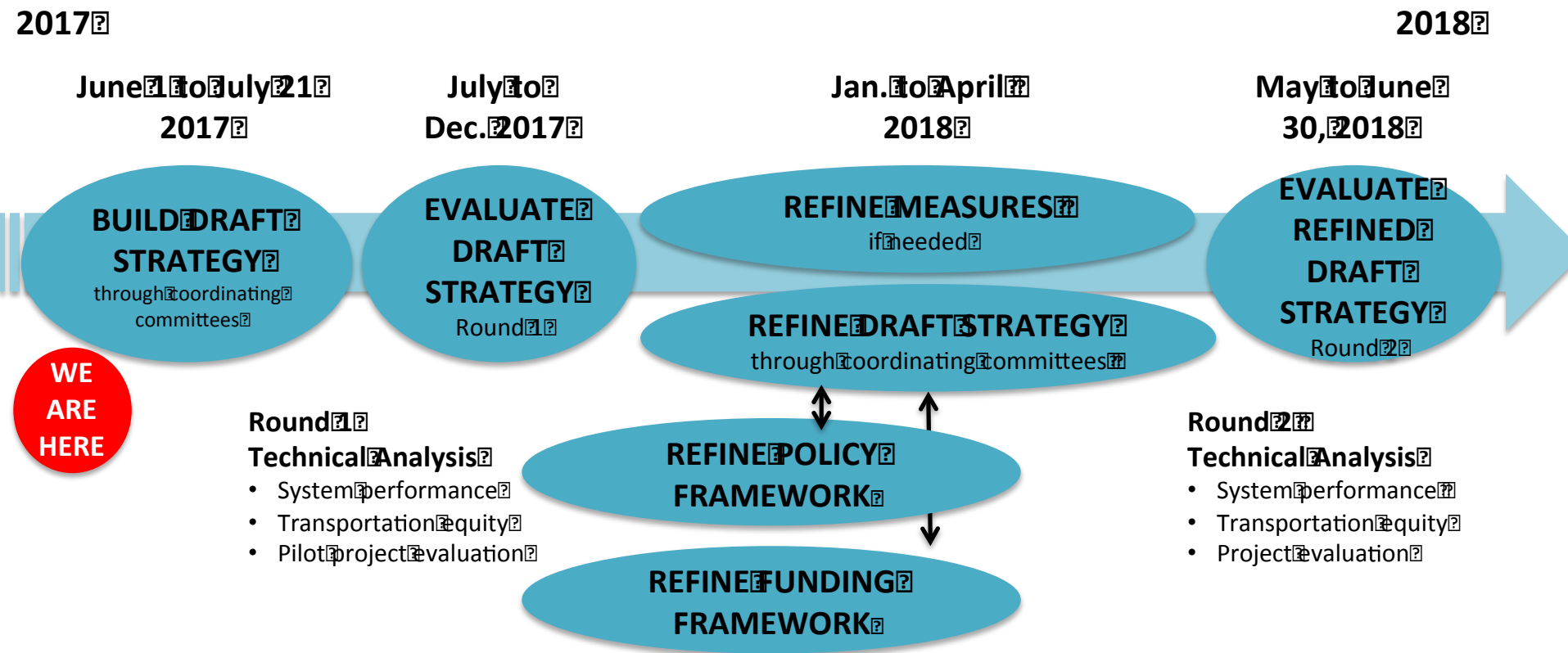
Does Council support staff moving forward with the Call for Projects and building the draft RTP Investment Strategy as recommended by MPAC and JPACT?



Supplemental slides

2018 RTP PROJECT SOLICITATION

Evaluation and refinement process



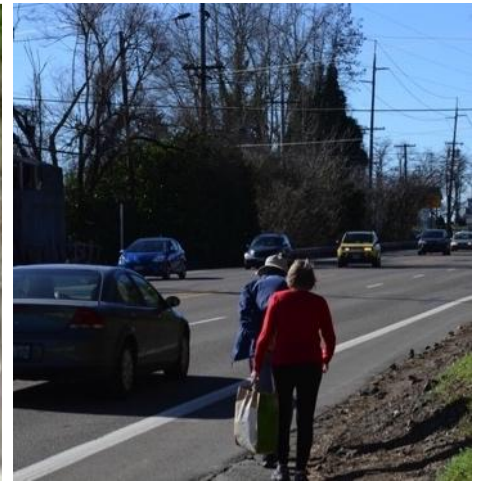
Safety, transit and freight strategies continue to be developed on parallel tracks and will be informed by the analysis findings and recommendations

1

MPAC AND JPACT RECOMMENDATION TO COUNCIL

Our shared vision

In 2040, everyone in the Portland metropolitan region will share in a prosperous, equitable economy and exceptional quality of life sustained by a safe, reliable, healthy, and affordable transportation system with travel options.



2018 RTP PROJECT SOLICITATION

Adopted RTP policy goals

WHAT WE WANT TO ACHIEVE

Vibrant communities

Economic competitiveness

Transportation choices

Travel efficiency

Safety and security

Environmental stewardship

Public health

Reduced greenhouse gas emissions

HOW WE GET THERE

Equity

Sustainability

Accountability

2014 RTP Goals (first adopted in 2010 and amended in 2014)

Updating the region's priorities

Call for Projects from June 1 to July 21, 2017

- Build draft strategy for evaluation, review, and refinement:
 - **Constrained priorities** – region's top priorities given current funding outlook
 - **Strategic priorities** – additional priorities the region agrees to work together to advance
- Priorities identified collaboratively through City of Portland and county coordinating committees
- Capital funding targets determine how many projects may be submitted

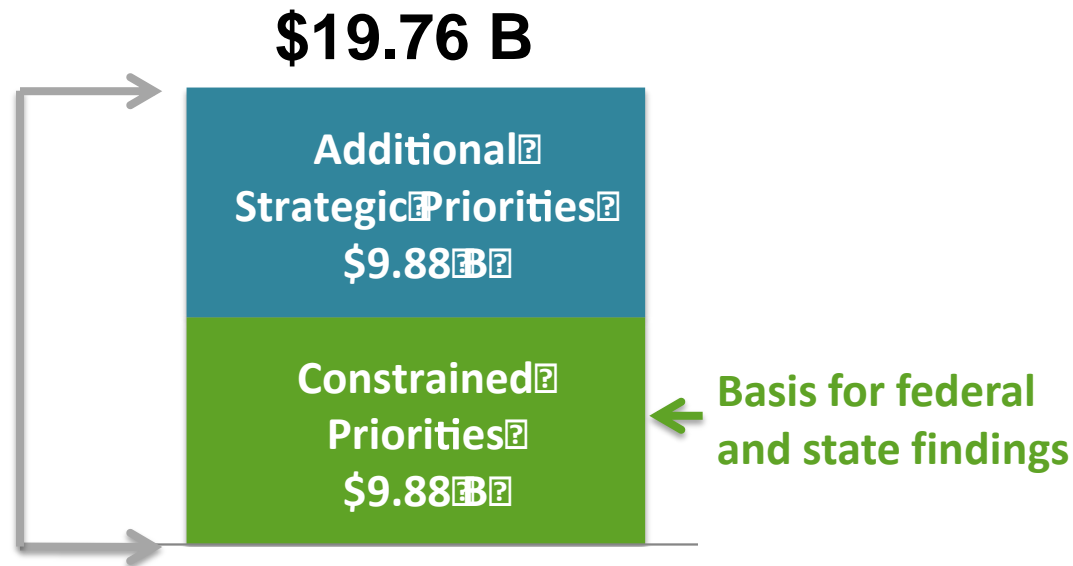


2018 RTP PROJECT SOLICITATION

Project sources and capital funding target

PROJECT SOURCES

- 2014 RTP
- Climate Smart Strategy
- Regional Active Transportation Plan
- Active Transportation Project Pipeline
- State and federal legislative priorities (e.g., 3 bottlenecks, SW Corridor, Division Transit project)
- TriMet & SMART service plans
- Regional Transit Strategy
- Local, state, Port transportation plans
- Federal and state funded projects (e.g., 2019-21 RFFA, 2018-2021 STIP)
- Other adopted plans and strategies



The chart reflects the draft constrained capital revenue forecast for Constrained priorities and TPAC recommendation to JPACT for Strategic priorities in rounded 2016 dollars. The I-5 Bridge Replacement funding assumptions are not included.

Subject to change pending further agency review of draft revenue forecast

2018 RTP PROJECT SOLICITATION

What's in the draft forecast?

Local sources

- Fuel tax
- Property tax
- Development-based fees
- Special funds and levies (e.g., MSTIP)
- Parking fees
- Payroll tax
- Transit fares

State sources

- Fuel tax
- License and vehicle registration fees
- Truck weight-mile tax
- General fund
- Lottery fund, including *ConnectOR*

Federal sources

- Fuel tax
- General fund
- STPBG, CMAQ, New Starts/Small Starts
- Federal bridge and safety programs
- Discretionary programs (e.g., TIGER, FASTLANE)

Ways to grow the pie

Revenue sources for future discussion

	Existing	Potential
Federal	<ul style="list-style-type: none"> Fuel tax General fund 	<ul style="list-style-type: none"> Road and bridge tolling Carbon tax
State	<ul style="list-style-type: none"> Fuel tax License and vehicle registration fees Truck weight-mile tax General fund Lottery fund 	<ul style="list-style-type: none"> Property tax Payroll tax Road and bridge tolling Per-mile road user charge Excise tax Carbon tax
Local/regional	<ul style="list-style-type: none"> Fuel tax Property tax Development-based fees Special funds and levies Parking fees Payroll tax Transit fares 	<ul style="list-style-type: none"> Road and bridge tolling Per-mile road user charge Roadway pricing Permitting fees for use of right-of-way

2017 key dates and milestones

June 1	Official call for projects and programs released and on-line project database system available
July 21	Deadline: Project sponsors submit required project information through online system and pilot project evaluation
	Coordinating committees email endorsements to Metro
July – Oct.	Metro staff conducts policy review and evaluates investment packages using system performance and transportation equity analysis measures (<i>Round 1</i>)
Oct.-Dec.	Metro staff reviews policy and evaluation findings with technical committees to recommend potential refinements for consideration by policymakers in 2018

2018 key dates and milestones

Jan.-April	On-line comment opportunity and regional policy discussions
Feb.	Regional Leadership 4 direction on finalizing draft investment strategy and plan
April 29	Project sponsors submit refined project lists and endorsements, and apply project evaluation to all projects \$10 M or greater in cost
May-June	Metro staff evaluates investment packages using updated system performance and transportation equity analysis measures (<i>Round 2</i>)
June-Aug.	45-day public comment period on investment strategy, draft RTP and draft modal/topical plans
Sept.-Dec.	Adoption process