



600 NE Grand Ave.
Portland, OR 97232-2736

Council work session agenda

Tuesday, September 26, 2017

2:00 PM

Metro Regional Center, Council Chamber

AGENDA REVISED 09/22/17

2:00 Call to Order and Roll Call

2:05 Chief Operating Officer Communication

Work Session Topics:

2:10 Fourth Quarter Financial Report (Unaudited) [17-4894](#)

Presenter(s): Tim Collier, Metro

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

2:25 Transportation Finance Update [17-4850](#)

Presenter(s): Craig Beebe, Metro

Attachments: [Work Session Worksheet](#)
[Draft Principles for Transportation Investment](#)
[Summer 2017 Councilor Briefing Memo](#)

2:55 2018 Regional Transportation Plan - Project Update and Policy Priorities [17-4895](#)

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

Attachments: [Work Session Worksheet](#)
[Assessing Policy Priorities](#)
[2018 RTP Call for Projects](#)
[Projects Delivered Since 2014](#)
[2018 RTP Timeline](#)

3:55 Councilor Liaison Updates and Council Communication

4:05 Adjourn

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

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FOURTH QUARTER FINANCIAL REPORT

Metro Council Work Session
Tuesday, September 26, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 26, 2017

LENGTH: 15 Minutes

PRESENTATION TITLE: Fourth 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 fourth quarter of the fiscal year.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Operating revenues came in 5 percent above budget for the fiscal year. While operating expenditures finished the year at 13 percent under budget.

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 | April through June

**FY 2016-17
Quarterly
Report**

**Fourth
Quarter**

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September 26, 2017

Dear President Hughes and Members of the Metro Council:

On behalf of the Finance Team, I am today delivering Metro’s Fourth Quarter Financial Report for FY 2016-17. The fourth quarter report is used for one very important reason: It lets us know if there needs to be any adjustments to the projected beginning fund balance for the 2017-18 budget year, which could require Council action to adjust the current budget.

All Revenue	Budget	Actual YTD	YTD % of Budget	3-Yr Average
Program Revenues	\$190,336,666	\$201,436,145	105.8%	107.9%
General Revenues	81,544,909	84,042,552	103.1%	103.7%
Other Financing Sources	68,000,000	8,623,584	12.7%	30.2%
All Revenue	\$339,881,575	\$294,102,281	86.5%	108.3%

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$98,473,394	\$93,685,830	95.1%	94.4%
Materials and Services	133,165,425	127,464,370	95.7%	84.8%
Total Operating Expenditures	231,638,819	221,150,200	95.5%	88.7%
Total Capital Outlay	53,240,515	29,546,812	55.5%	56.0%
Total Renewal and Replacement	5,597,269	1,531,975	27.4%	47.5%
Total Expenditures	\$ 290,476,603	\$ 252,228,987	86.8%	80.7%

Revenues continue to be strong, but growth is slowing

Revenues came in higher overall, particularly at the venues and solid waste. Transient lodging tax and construction excise tax collections are showing continued strength, however the rate of year over year increases is beginning to show signs of slowing. Property tax collections are slightly above target and ended the year above budget.

The Oregon Zoo finished the year with revenues coming in right at the original budget. However, Zoo expenses also came in at almost 100% of budget. Overall attendance was down from projections, but per caps were up helping mitigate any additional revenue loss.

At the MERC venues all three venues continued to have a strong year, but off the record pace of the two prior years.

Expenditures continue to follow recent trends

Operating expenditures came in below budgeted levels, but are continuing the recent trend of being higher than the three year average, (97.0% at year end compared to three year average of 89.3%). We will have to continue to adjust our underspending assumptions in future year budgets.

Construction Excise Tax continues to climb

Construction excise tax collections continue to be strong, achieving another record. Collections through the end of the year came in at 3.54 million, the fourth collection record year in a row. However, we have seen slowing in recent quarters.

The full CET report is included in the appendix.

Fourth quarter prognosis: still positive, but signs of economic slowing

Continuing the trend of the last three years, the news has generally been positive. Venue activity continues to do well. Property taxes, excise tax collections and TLT were above projections, but look to be slowing their growth rates from prior years. We will have to continue to review our projections and department trends as we move into the 2018-19 budget cycle.

How does this impact the FY 2017-18 budget?

While our various revenue streams seem to be slowing their rapid growth rates from the past, they are still growing. Our starting fund balance for 2017-18 is above projections leading to a very positive start to the 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	3-Year Average
All Revenue				
Program Revenues	190,336,666	201,436,145	105.8%	107.9%
General Revenues	81,544,909	84,042,552	103.1%	103.7%
Special Items	0	0	0%	0.0%
Extraordinary Items	0	0	0%	0.0%
Other Financing Sources	68,000,000	8,623,584	12.7%	30.2%
All Revenue	339,881,575	294,102,281	86.5%	108.3%

Year-to-date (YTD) program and general revenues for the agency came to \$285 million (105 percent) of the annual budget, through the fourth quarter of fiscal year (FY) 2016-17. Other financing sources included budget for the sale of hotel bonds, which were to be sold in FY 2016-17, but which were instead sold in FY 2017-18.

Program Revenue	Budget	Actual YTD	YTD % of Budget	3-Year Average
Program Revenues				
Charges for Services Revenue	146,991,923	151,662,454	103.2%	106.3%
Internal Charges for Svcs-Rev	203,088	208,088	102.5%	99.4%
Licenses and Permits	475,000	558,504	117.6%	111.5%
Miscellaneous Revenue	1,777,906	4,347,960	244.6%	133.4%
Grants	10,701,806	12,195,231	114.0%	93.9%
Intergovernmental Revenue	19,532,729	23,744,287	121.6%	133.6%
Contributions from Governments	8,410,017	5,211,576	62.0%	110.3%
Contributions - Private Source	728,987	1,901,230	260.8%	99.4%
Capital Grants	1,515,210	1,606,816	106.0%	248.2%
Program Revenues	190,336,666	201,436,145	105.8%	107.9%

**FY 2016-17
program
revenues
above budget**

PROGRAM REVENUE BREAKDOWN

Contractors' Business License revenues through the fourth quarter came to 118 percent of budget. Program revenues were driven largely by MERC venues putting on more events with higher levels of attendance at those events but also by a \$4 million allocation from the Visitor Development Fund. See the MERC section for additional details.

GENERAL REVENUES BREAKDOWN

General Revenue	Budget	Actual YTD	YTD % of Budget	3-Year Average
Real Property Taxes	59,060,934	59,562,938	100.8%	101.9%
Excise Taxes	18,275,740	18,830,032	103.0%	102.9%
Construction Excise Tax	2,549,000	3,561,675	139.7%	131.7%
Other Derived Tax Revenues	50,000	47,095	94.2%	126.5%
Interest Earnings	1,609,235	2,040,812	126.8%	164.7%
General Revenue	81,544,909	84,042,552	103.1%	103.7%

Property Tax - are at 101 percent through the fourth quarter (the majority of property taxes come in during the second quarter of the fiscal year).

Construction Excise Tax is at 122 percent through the fourth quarter.

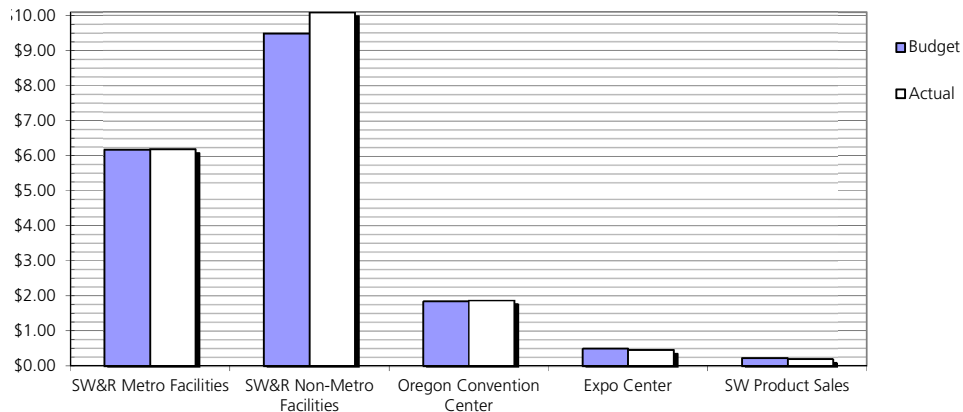
Interest - Total interest earnings through the fourth quarter is 127 percent of budget.

Transient Lodging Tax - MERC collected \$18.8 million in Transient Lodging Tax (TLT) receipts, a 3 percent increase over FY 2015-16. Of that total, \$10.9 million was received by OCC, \$1.4 million by Portland's, and \$6.5 million by the MERC Fund TLT Pooled Capital account. The Pooled Capital account currently holds \$19.0 million and is used for capital projects at OCC and Expo, such as the OCC Master Plan Renovation.

EXCISE TAX

Excise Tax Received Through June, 2017 - Budget vs. Actual

shown in millions



Overall, excise tax collections increased approximately 4 percent on an annualized basis and easily exceeded the statutory yield target. Non-tonnage excise tax came in 2 percent below budget driven in large part to declining product sales at Metro Latex Paint and event cancellations at the Portland Expo Center. Solid Waste excise tax was up 9 percent year-over-year. Tonnage-based excise tax at Metro Solid Waste facilities came in just over budget, while ending the year 6 percent above budget at non-Metro facilities.

For more information, see the Parks and Environmental Services revenues narrative (in the Departments section, on the following page), or refer to the Excise Tax Appendix.

METRO OPERATING EXPENDITURES

	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	79,678,010	76,011,732	95.4%	95.0%
Materials and Services	120,683,992	118,274,301	98.0%	86.0%
Total Operating Expenditures	200,362,002	194,286,033	97.0%	89.3%
Total Debt Service			0%	0.0%
Total Capital Outlay	52,366,515	29,176,474	55.7%	56.6%
Total Renewal and Replacement	4,896,127	1,107,390	22.6%	50.0%
Total Expenditures	\$ 257,624,644	\$ 224,569,897	87.2%	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	17,674,098	94.0%	0	0.0%	91.8%
Materials and Services	8,759,433	6,239,730	71.2%	0	0.0%	88.2%
Total Operating Expenditures	27,554,817	23,913,827	86.8%	0	0.0%	90.6%
Total Debt Service	0	0	0%	0	0%	0%
Total Capital Outlay	774,000	306,546	39.6%	0	0.0%	60.3%
Total Renewal and Replacement	701,142	424,584	60.6%	0	0.0%	62.7%
Total Expenditures	\$29,029,959	\$24,644,957	84.9%	\$0	0.0%	89.7%

DEPARTMENTS

METROPOLITAN EXPOSITION RECREATION CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	3-Year Average
Program Revenues	\$63,130,933	\$72,552,974	114.9%	121.4%
General Revenues	171,000	480,851	281.2%	360.6%
Special Items	0	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%
Total Revenue	\$63,301,933	\$73,033,825	115.4%	121.7%

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$20,310,932	\$19,735,898	97.2%	94.8%
Materials and Services	31,867,886	35,759,473	112.2%	106.2%
Total Operating Expenditures	52,178,818	55,495,371	106.4%	101.7%
Total New Capital	14,418,744	4,265,776	29.6%	54.5%
Total Expenditures	\$66,597,562	\$59,761,147	89.7%	95.1%

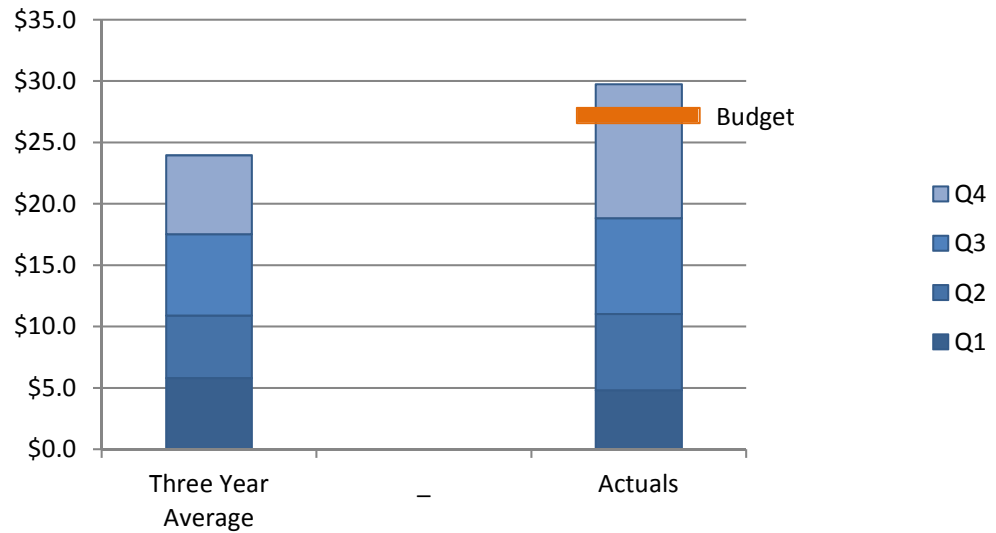
MERC

The past two fiscal years were both record-breaking high-grossing years for the venues. While event revenues in FY 2016-17 did not achieve the level of FY 2015-16, they totaled \$47.7 million and were 12 percent higher than the three-year historical average. A \$4 million one-time allocation from the Visitor Development Fund was received by OCC for the hotel project, and passed through to the Hotel Bond Fund. Portland's hosted a record number of Broadway performances, 13.5 weeks. OCC grossed its second highest event revenues while also preparing for a major renovation and saw the groundbreaking of the OCC Hotel. Expo set a new gross revenue record and is currently hosting Cirque du Soleil, positioning itself for strong revenue growth in FY 2017-18.

Total MERC event revenues (Charges for Services and Food & Beverage) closed 6 percent below the prior year, but 12 percent above the three-year historical average. Charges for services, the larger of the two, closed 5 percent (\$1.5 million) below the prior year, and food and beverage closed 7 percent (\$1.4 million) below the prior year. Compared to the three-year historical average those revenues were up 13 and 10 percent, respectively. Food and beverage margins for the current year are 21 percent, slightly lower than the 22 percent margin achieved in FY 2015-16 but higher than the three-year historical average margin of 19 percent. All venues exceeded their budgeted food and beverage margins. Total operating expenses closed just 1 percent above the prior year and 15 percent above the three-year historical average. Total annual events, approximately 1,700, and attendance, approximately 1,950,000, were 4 and 5 percent higher than the three-year historical average, respectively.

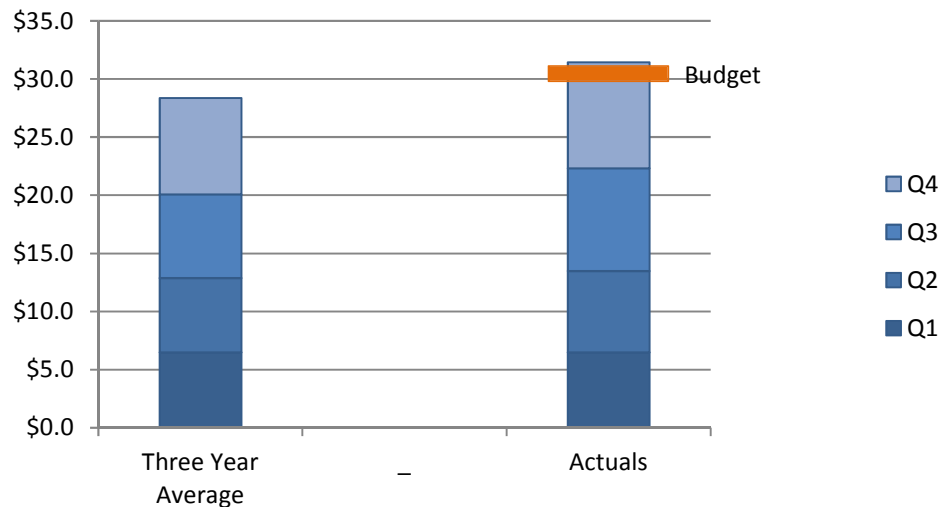
Oregon Convention Center- Program Revenues by Month

shown in millions



Oregon Convention Center- Expenditures by Month

shown in millions

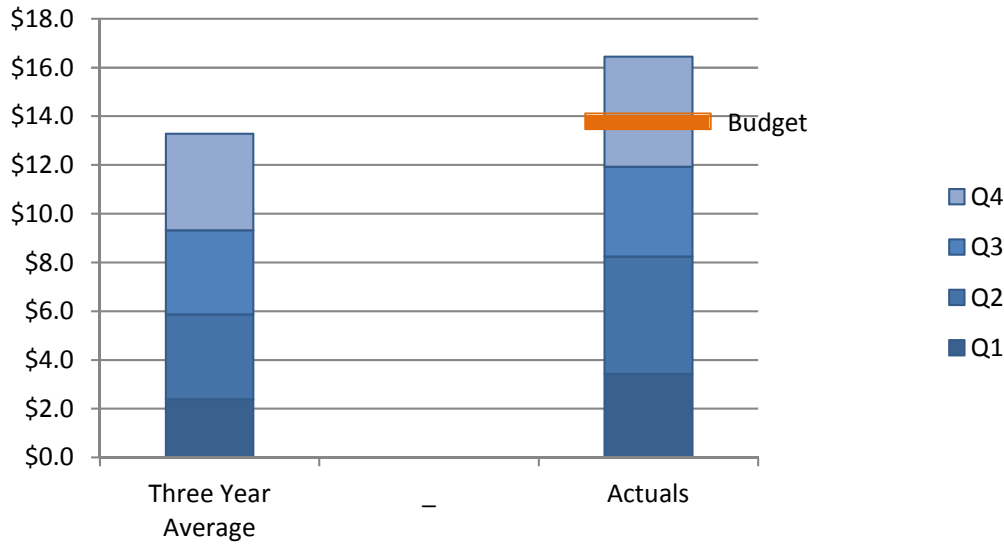


OCC

Convention Center event-related revenues (Charges for Services and Food & Beverage) ended the year \$2.5 million (11 percent) above budget. Total operating revenues were \$2.9 million (7 percent) above budget, including the \$4 million one-time allocation from the Visitor Development Fund for the hotel project. Food and beverage margins were 20 percent, slightly exceeding budget. Operating expenses ended the year \$1.1 million (3 percent) below budget. Total net operations for the year were \$4.8 million, nearly \$2 million higher than the prior year. Capital expenses were \$3.6 million, significantly less than the \$7 million budgeted. Major projects included the parking management system, the tower lighting project, and design work on the OCC Master Plan Renovation, all of which are on-going. Total annual events (approximately 575) and attendance (approximately 625,000) were 10 and 3 percent higher than the three-year historical average, respectively.

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

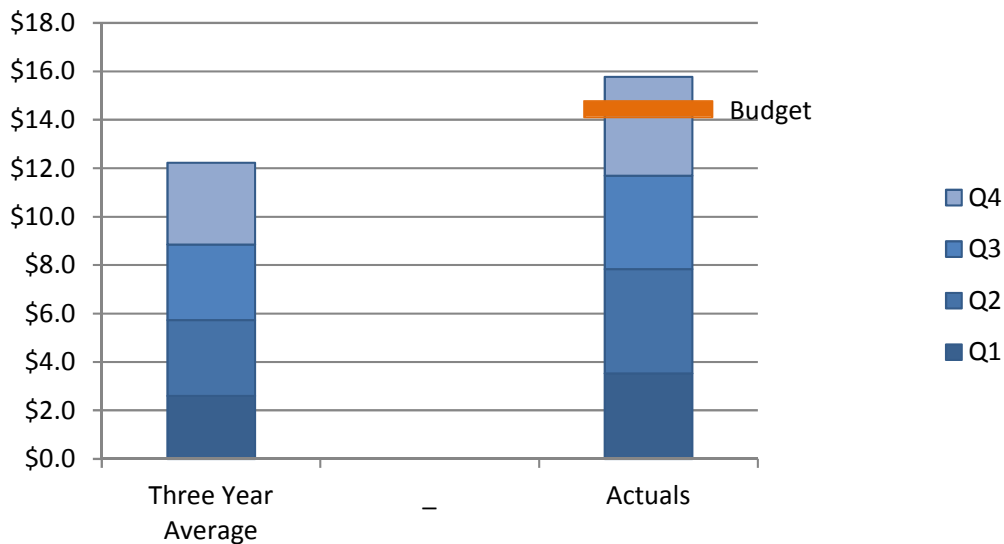
shown in millions



Portland's Revenues above Budget

Portland's Centers for the Arts- Expenditures by Month

shown in millions

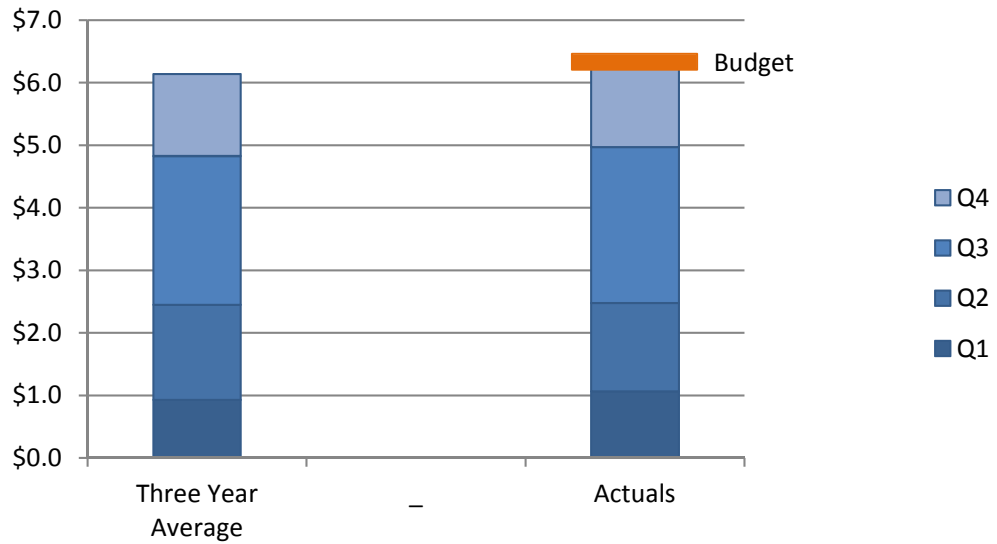


Portland's

Portland's Centers for the Arts event-related revenues (Charges for Services and Food & Beverage) ended the year \$2.6 million (19 percent) above budget. Total operating revenues were \$2.7 million (16 percent) above budget. Food and beverage margins were 27 percent, or 5 percentage points higher than expected. Operating expenses ended the year \$1.3 million (8 percent) above budget. Total net operations for the year were \$2 million, comparable to the three-year historical average of \$2.3 million. Capital expenses were \$2.4 million, significantly less than the \$5.2 million budgeted. Major projects included the Keller roof and drains replacement (on-going), the Arlene Hatfield Hall fire alarm system, and a re-key and key control project affecting multiple buildings. The latter two have been completed. Total annual performances (approximately 970) and attendance (approximately 950,000) were 3 and 11 percent higher than the three-year historical average, respectively.

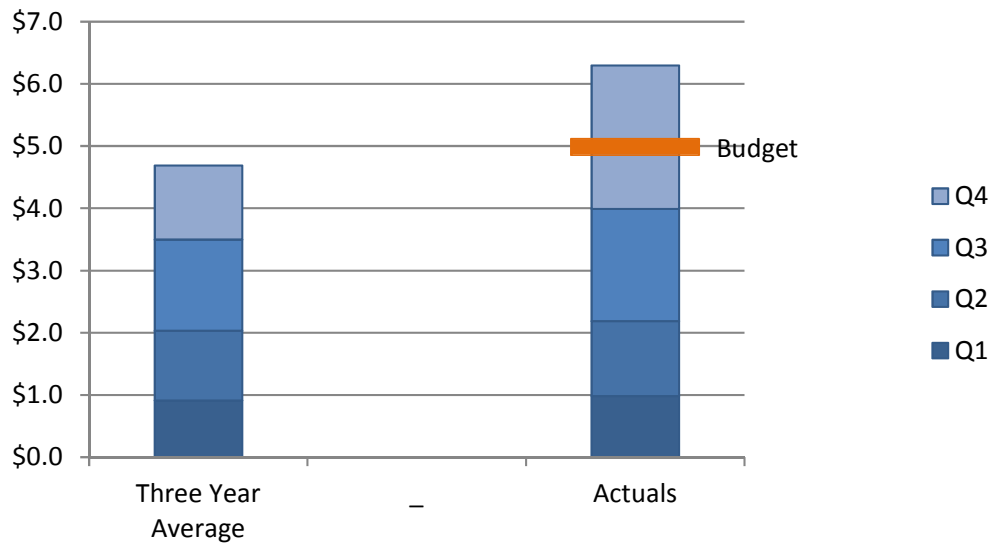
Portland Expo Center- Program Revenues by Month

shown in millions



Portland Expo Center- Expenditures by Month

shown in millions



Expo

Expo event-related revenues (Charges for Services and Food & Beverage) ended the year approximately on budget. Total operating revenues were 0.8 percent above budget with food and beverage margins at 2 percent above budget. Operating expenses ended the year \$180 thousand (3 percent) above budget. Total net operations for the year were slightly negative (\$315,000). Capital expenses were \$1.7 million, compared to \$2.1 million budgeted. Major projects included electronic signage and a roof project, both of which are ongoing. Total annual events (approximately 110) and attendance (approximately 385,000) were 4 percent lower and 1 percent higher than the three-year historical average (excluding Cirque du Soleil events), respectively.

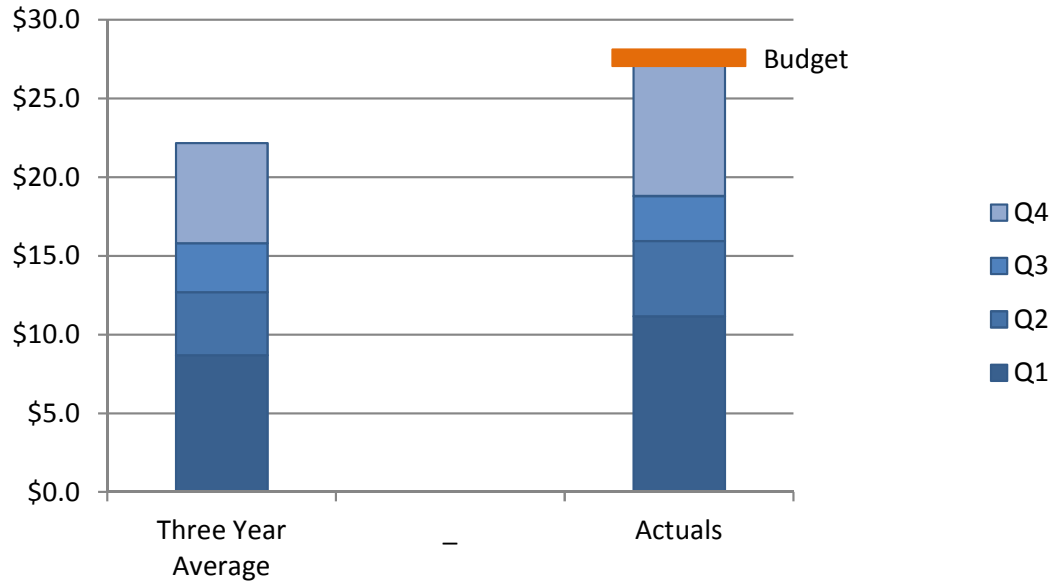
OREGON ZOO

Revenues	Budget	Actual YTD	YTD % of Budget	3-Year Average
Program Revenues	\$28,425,695	\$28,342,214	99.7%	97.9%
General Revenues	220,000	220,171	100.1%	144.9%
Special Items	0	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%
Other Financing Sources	0	22,259	0.0%	83.7%
Total Revenue	\$28,645,695	\$28,584,644	99.8%	95.2%

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$21,794,923	\$21,341,360	97.9%	96.5%
Materials and Services	14,051,202	14,170,066	100.8%	98.6%
Total Operating Expenditures	35,846,125	35,511,426	99.1%	97.3%
Total Debt Service	0	0	0.0%	0.0%
Total New Capital	2,507,872	2,145,610	85.6%	44.0%
Total Renewal and Replacement	1,249,710	696,401	55.7%	17.8%
Total Expenditures	\$39,603,707	\$38,353,437	96.8%	89.0%

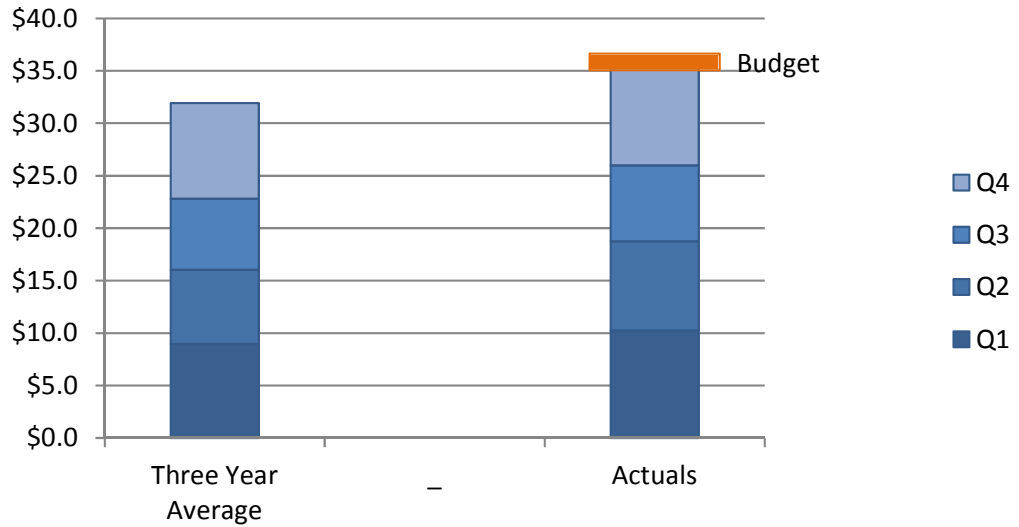
Oregon Zoo- Program Revenues by Month

shown in millions



Oregon Zoo- Expenditures by Month (excluding Zoo Bond)

shown in millions



FY 2016-17 Attendance

Attendance rebounded in the third quarter, driving overall attendance 3 percent above the prior year, with a total of 1.54M guests. Revenue growth has remained strong with admissions receipts increased by 8 percent over the prior year, and a per-cap growth of \$0.21, driven by a change in ticketing prices and policy. Our retail concessionaire increased gross revenue by 4 percent. Food & Beverage services rose substantially over the prior year, by 15 percent, or \$0.34 per guest. Fiscal year projections continue to show some weakness in enterprise income when compared to budget. Revenues were estimated based on 1.7 million visitors. Total variance from admissions-based activities is \$1 million lower than budget. Admissions accounted for the majority of this difference, given that the original estimate of attendees was 160,000 higher than the actual number of visitors. An additional \$1 million in support from the Oregon Zoo Foundation offset the deficit.

Oregon Zoo Revenues are in on Budget

Compared to the 3 year average. ↑ represents a 5,000 visitors increase and ↓ represents a 5,000 visitors decrease.

YTD	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	JUN
↑↑↑↑	↑↑↑↑↑	↓↓	↑↑↑↑	↓	↑↑↑↑	↑↑↑↑	↓↓↓↓↓	↓↓↓↓↓	↓↓↓↓↓	↓	↑↑↑	↑↑↑
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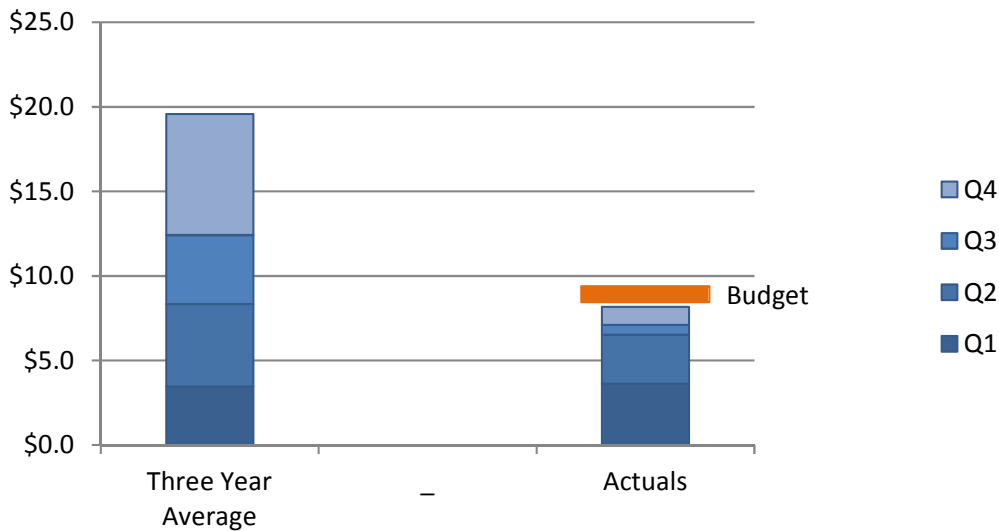
Operating expenditures were approximately \$200,000 lower than budget, excluding planned contingencies. Zoo Management actively underspent by \$500,000 in anticipation of the revenue shortfall. The \$300,000 offset is attributed to a sand remediation project required at Elephant Lands. The under spending helped counter the lower-than-budgeted revenue results. Several Renewal and Replacement projects are in progress, notably design work for the Giraffe Feeding Deck and several roof replacements. A facilities condition report generated by an outside engineering firm provided detailed information on the status of majors systems and building envelopes is guiding the capital budgeting process.

OREGON ZOO INFRASTRUCTURE AND ANIMAL WELFARE BOND

Expenditures	Budget	Actual TYD	YTD % of Budget	Year-end Projection	Year-end % of Budget
Personal Services	\$752,776	\$666,011	88.5%	\$0	0.0%
Materials and Services	15,000	519,897	3466.0%	0	0.0%
Total Operating Expenditures	767,776	1,185,908	154.5%	0	0.0%
Total Debt Service	0	0	0%	0	0.0%
Total Capital Outlay	8,129,676	6,995,596	86.1%	0	0.0%
Total Expenditures	\$8,897,452	\$8,181,505	92.0%	\$0	0.0%

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month

shown in millions



The zoo bond program hit a major milestone in this fiscal year with the completion of the Education Center project. The design and engineering for Primate Forest and Polar Passage is currently in progress. Several electrical infrastructure remediation projects were also finished in the fourth quarter. High-levels of capital expenditures in the bond fund reflect these planned activities. M&S spending appears high in the bond because some of what were assumed to be capital expenditures turned out not to meet accounting definitions of what is and what is not capital.

PARKS AND NATURE

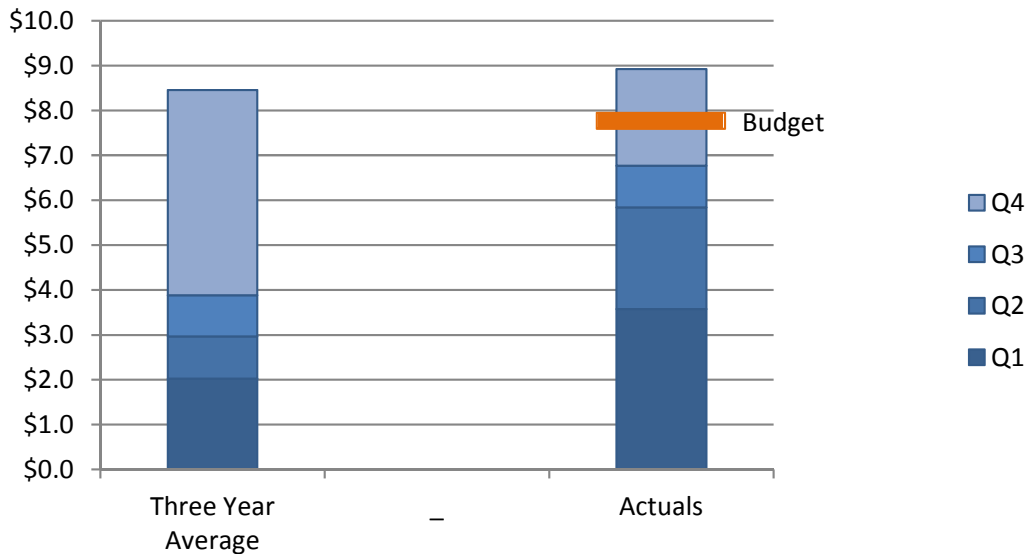
Revenues	Budget	Actual YTD	YTD % of Budget	3-Year Average
Program Revenues	\$7,767,856	\$8,920,201	114.8%	131.9%
General Revenues	14,061,301	14,027,782	99.8%	180.4%
Special Items	0	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%
Other Financing Sources	0	430,096	0.0%	0.0%
Total Revenue	\$21,829,157	\$23,378,078	107.1%	141.6%

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$11,248,544	\$10,522,056	93.5%	94.9%
Materials and Services	14,027,738	14,461,959	103.1%	59.3%
Total Operating Expenditures	25,276,282	24,984,014	98.8%	70.0%
Debt Service	-	-	0.0%	0.0%
Capital Outlay	22,036,473	14,320,023	65.0%	43.6%
Renewal and Replacement	1,261,989	210,719	16.7%	
Total Expenditures	\$48,574,744	\$39,514,756	81.3%	58.0%

	Budget	YTD	YTD % of Budget
General Fund	\$11,647,148	\$10,761,503	92.4%
Natural Areas Fund	\$22,561,806	\$19,745,473	87.5%
Local Option Levy Fund	\$9,384,056	\$6,610,466	70.4%

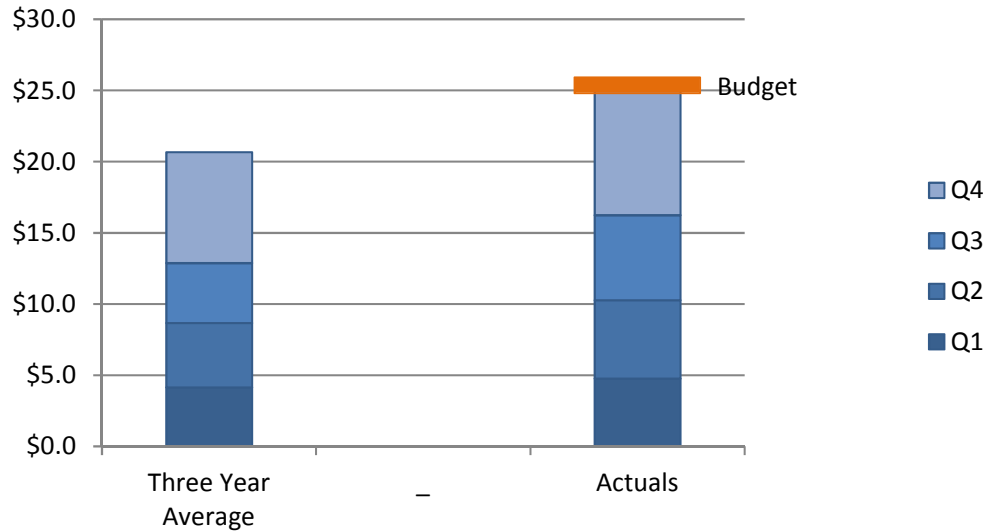
Glendoveer Revenue under Budget by 13%

Parks and Nature- Program Revenues by Month
shown in millions



Parks and Nature- Expenditures by Month

shown in millions



The total Parks and Nature program revenues came in above budget by 11 percent (\$629,000). Historically, the majority of the department’s annual revenues and expenses occur between April and September. Although this is usually a predictable cycle, the Parks and Nature’s revenue spiked unusually between August and December due to a couple of significant local grants (\$2.5M) awarded by Portland General Electric (PGE). Outside of these specific spikes, revenue through the rest of the year was in-line with previous expectations. The General Fund’s most significant program revenue streams, excluding Glendoveer, are RV Fees (9 percent), Boat Launch Fees (4 percent), Rentals for Space (8 percent) and Building (10 percent) and Admission Fees (9 percent). All fees are above the three-year historical average with the exception of Admissions and Boat Fees. These fees fell below expectations (7 and 4 percent, respectively) and historical averages (also 7 and 4 percent) due to the storms and extreme winter weather. Glendoveer revenue was also affected by winter weather and came in well below budgeted expectations (by 13 percent or \$436,273). Fortunately, due to better weather in June the golf course finished the year at 99 percent of the three year historical average. Cemetery Program revenue came in above expected budget by 12 percent (\$48,367) and 25 percent (\$90,565) 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 are evaluated through comparison with historical data. The Natural Areas Bond received significant grants from PGE (of \$1.2 million) to pay for the restoration performed in the Goose Creek area, which pushed the fund to come in well over budget. General revenues from the Levy tax came in on budget. Revenue generated from investments and interest are about \$70k lower than expectations.

Parks and Nature Department operating expenses came in at 99 percent of budget, which is 20.7 percent (\$2.5M) higher than the three-year historical average. The biggest contributors to the increases over historical activity were with the Natural Areas Bond partnerships with other governmental agencies (\$500k) and increases in amounts spent on grants and loans (\$725k) and the significant costs associated with the Willamette Falls Legacy project (\$1.1M). The Natural Area Bond’s operational activities came in 12.5 percent below budget. Natural Area’s oversight committee has had success in increasing land acquisitions and improved progress on capital construction investments but timing of some large projects and capital purchases were moved into the next fiscal year.

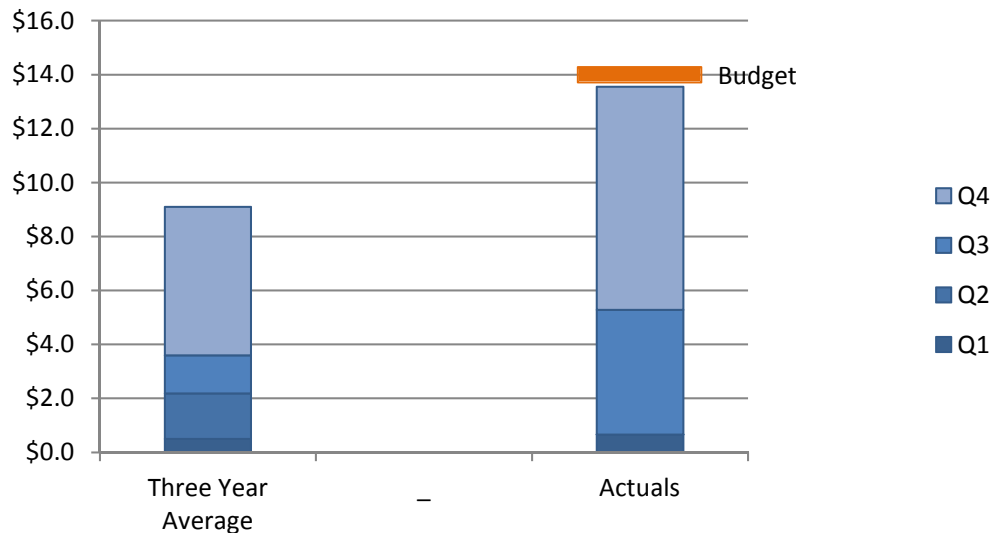
PLANNING AND DEVELOPMENT

Revenues	Budget	Actual YTD	YTD % of Budget	3-Year Average
Program Revenues	\$13,980,445	\$13,551,331	96.9%	85.1%
General Revenues	0	108,687	0.0%	0.0%
Special Items	0	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%
All Revenue	\$13,980,445	\$13,660,018	97.7%	85.6%

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$7,191,079	\$6,631,383	92.2%	96.9%
Materials and Services	8,593,500	5,096,720	59.3%	42.2%
Total Expenditures	\$15,784,579	\$11,728,103	74.3%	62.7%

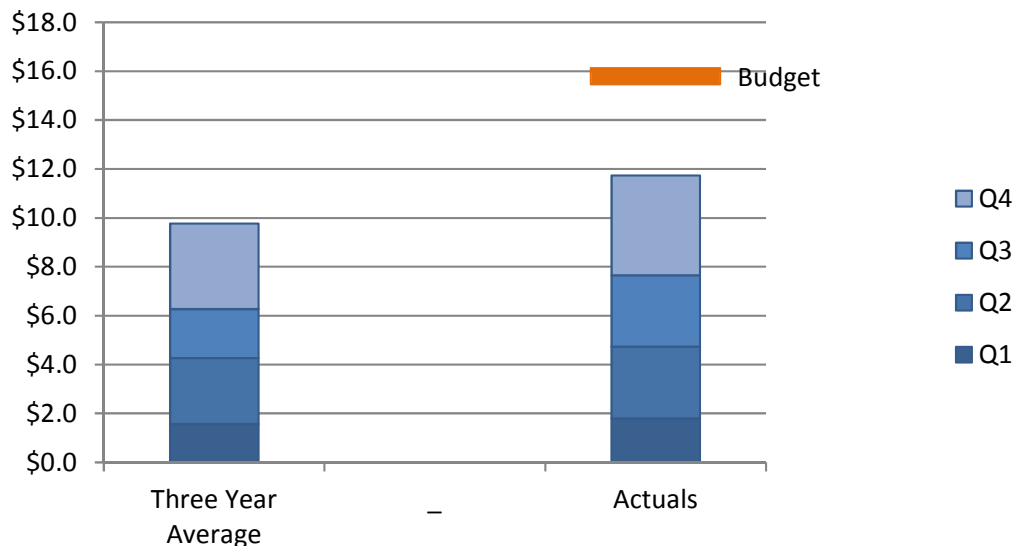
Planning and Development- Program Revenues by Month

shown in millions



Planning and Development- Expenditures by Month

shown in millions



Planning revenues for the fiscal year ended June 30th – excluding transfers – reached 98 percent of the \$14.0 million budget. Program revenues are made up primarily of grant revenue and government contributions, including the annual \$3.1 million from TriMet in support of the TOD program.

Planning and Development spending for the fiscal year – excluding transfer costs – reached 74 percent of the \$15.8 million budget. Personnel expenditures ended the year at 92 percent of the \$7.2 million budget, or \$6.6 million due mainly to position vacancies. The Materials and Services cost category finished the year at 59 percent of the \$8.6 million budget.

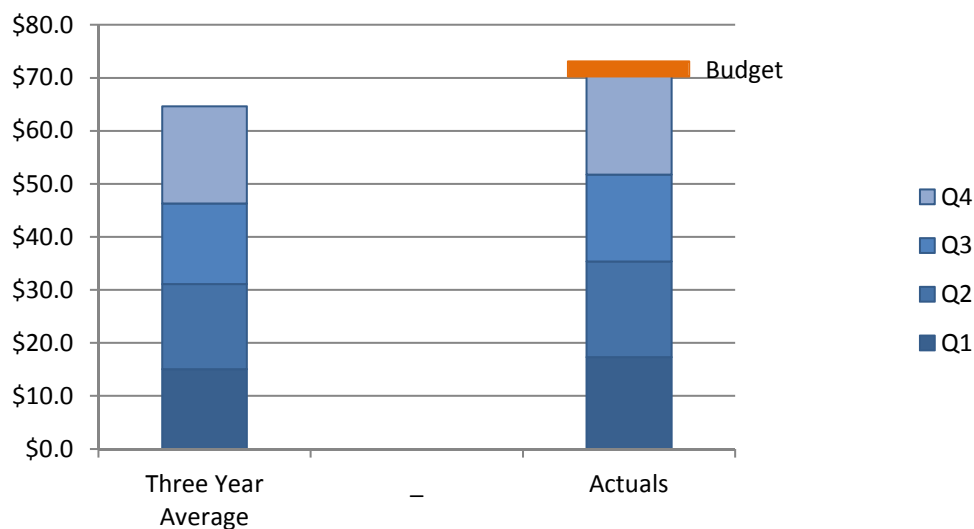
PROPERTY AND ENVIRONMENTAL SERVICES

Revenues	Budget	YTD Actuals	YTD % of Budget	3-Year Average
Program Revenues	\$71,638,015	\$72,806,520	101.6%	104.5%
General Revenues	466,495	407,325	87.3%	0.0%
Special Items	0	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%
Other Financing Sources	0	18,051	0.0%	0.0%
Total Revenue	\$72,104,510	\$73,231,896	101.6%	104.6%

Expenditures	Budget	YTD Actuals	YTD % of Budget	3-year Average
Personal Services	\$14,960,882	\$13,888,253	92.8%	93.9%
Materials and Services	50,827,225	47,184,636	92.8%	92.5%
Total Operating Expenditures	65,788,107	61,072,889	92.8%	92.8%
Debt Service	-	-	0.0%	0.0%
Capital Outlay	5,273,750	1,449,469	27.5%	33.8%
Renewal and Replacement	2,384,428	200,270	8.4%	
Total Expenditures	\$73,446,285	\$62,722,628	85.4%	88.1%

	Budget	YTD Actuals	YTD % of Budget
General Fund	\$2,624,973	2,299,594	87.6%
Solid Waste Revenue Fund	\$66,591,576	58,985,399	88.6%
General Asset Management Fund	\$2,792,128	439,581	15.7%

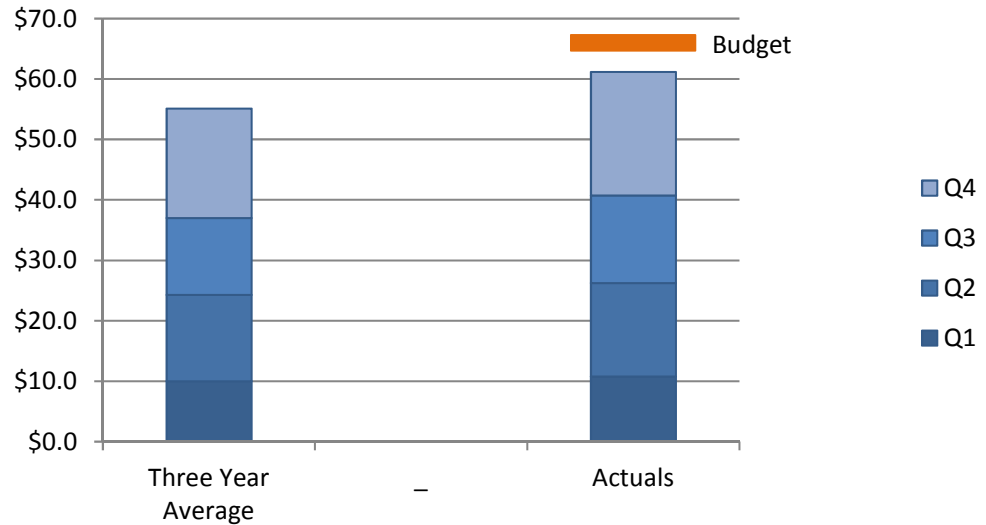
Property and Environmental Services- Program Revenues by Month
shown in millions



Regional & Metro Tonnage Above 3-year Historical Averages

Property and Environmental Services- Expenditures by Month

shown in millions



The FY2016-17 Property and Environmental Services Department program revenues ended the year at 2 percent above budget. These revenue increases are driven by tonnage. The tonnage processed at Metro facilities came in at 11 percent above the three-year historical average, while total non-Metro facilities finished the fiscal year at 15 percent above their average. Increased tonnage was considered during the budget process, which produced expectations of increased revenue from the healthy construction economy and population growth.

Both residential and commercial organic tonnage fell below budget expectation (5 percent and 14 percent, respectively). 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 and 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 during the forecasting of regional tonnage. At the end of the year the tonnage came in at 11 percent below budget.

The Community and Enhancement Fees ended the year at 5 percent (\$14,281) above budget and Host fees were 15 percent (132,278) below budget. Host Fees are specifically set high in the budget to act as a contingency in case tonnage is higher than expected. Total paint-related revenue came in 9 percent below budget (\$268,278) below budget and 5 percent (\$128,240) below the three-year historical average. Management has been tracking paint revenue and is implementing marketing initiatives for FY2017-2018. Parking fee revenue generated from Metro Regional Center finished the year just slightly under budget (by 2 percent) and 9 percent above the three-year historical average. Budget expectations were much higher for FY 2016-17 due prior year revenue generation and fee changes.

Property and Environmental Services operational costs finished at 93 percent and 94 percent, respectively, of budget, and are consistent with the three-year historical trends. Tonnage-related expenses came in on budget. Fuel costs for transportation showed significant savings and came in 37 percent (\$1,013,790) below budget due to lower fuel prices. In accordance

with the disposal contract, Metro implemented rate disposal reduction effective in the prior year and was not considered during the budget process. Community Enhancement fund materials and service costs came in 31 percent (\$439,554) under budget due to the timing of payments and grants to other agencies and entities that have agreements that span fiscal years. In addition, Host fees are specifically set high in the budget to act as a contingency in case tonnage is higher than expected.

Total operating expenditures in the General Fund are mostly driven by Metro Building Operations and the Construction Project Management Office programs. These activities came in under budget by 12 percent (\$325,379), which had combined savings from personnel vacancies and under-utilized sponsorship and staff development funds.

The Department spent 31 percent of its capital budget for FY 2016-17. The Solid Waste capital expenditures for the fiscal year included a few big projects, like the Storm Water project and Camera installations. Capital spending has been modest as many of the capital projects needed work assessments and/or revised scope. Through the process of assessing the projects and workload, management has decided to cancel some of the projects and postpone some others. Many of the capital projects under the Renewal and Replacement Fund and the Capital Fund that are related to the Metro Regional Center Building were postponed due to increasing costs and additional resource demands elsewhere.

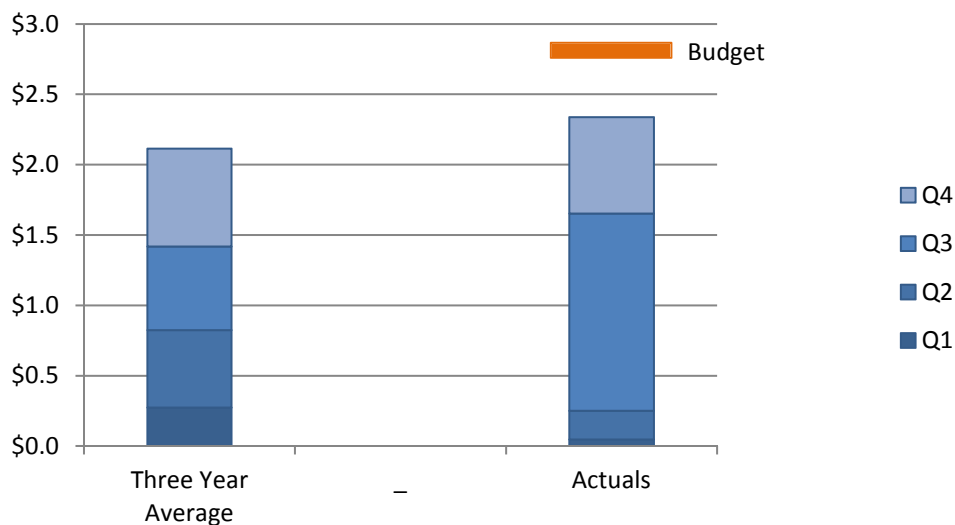
RESEARCH CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	3-Year Average
Program Revenues	\$2,811,668	\$2,338,950	83.2%	69.4%
General Revenues	0	0	0.0%	0.0%
Special Items	0	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%
Total Revenues	\$2,811,668	\$2,338,950	83.2%	69.4%

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$3,418,874	\$3,226,772	94.4%	89.1%
Materials and Services	1,137,739	988,902	86.9%	68.3%
Total Expenditures	\$4,556,613	\$4,215,674	92.5%	84.8%

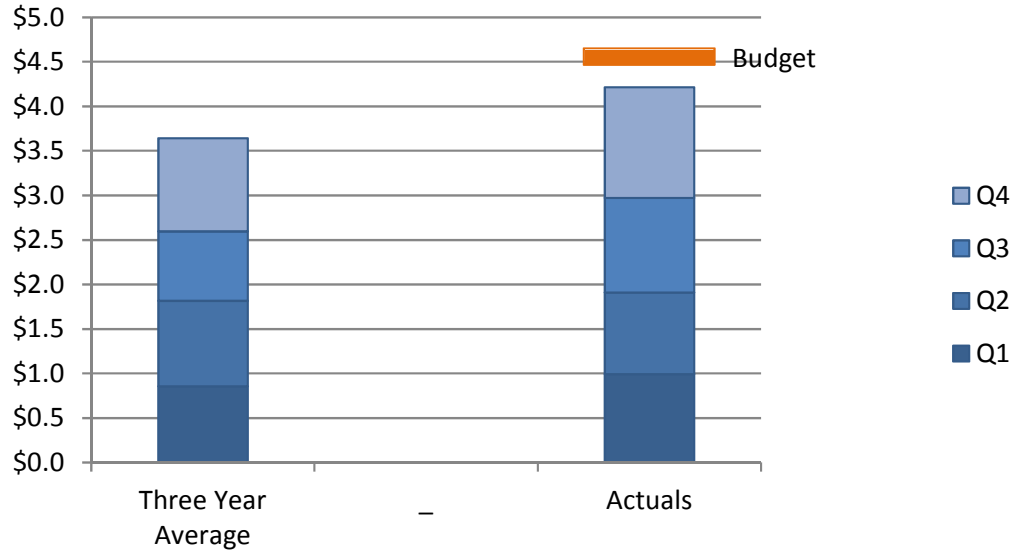
Research Center- Program Revenues by Month

shown in millions



Research Center- Expenditures by Month

shown in millions



Research Center revenues for the fiscal year ended June 30th – excluding transfers – reached 83 percent of budget. Program revenues are primarily made up of the ODOT/TriMet MPO grant funds (\$1.6 million for the year) and charges for services (\$573K), which includes sales and contract revenue, RLIS subscriptions, and the aerial photo consortium billings.

Research Center spending for the fiscal year – excluding transfer costs – reached 93 percent of budget. The Personal Services cost category ended the year at 94 percent of the \$3.4 million budget, due mainly to position vacancies. The Materials and Services cost category finished the year at 87 percent of budget.

SUPPORT DEPARTMENTS EXPENDITURES

COUNCIL

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$3,917,766	\$3,562,177	90.9%	94.0%
Materials and Services	884,568	593,123	67.1%	58.5%
Total Expenditures	\$4,802,334	\$4,155,300	86.5%	85.6%

AUDITOR

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$663,520	\$592,050	89.2%	81.1%
Materials and Services	37,662	30,315	80.5%	82.6%
Total Expenditures	\$701,182	\$622,365	88.8%	81.1%

OFFICE OF METRO ATTORNEY

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$2,387,136	\$2,317,535	97.1%	95.4%
Materials and Services	71,767	55,666	77.6%	110.5%
Total Expenditures	\$2,458,903	\$2,373,201	96.5%	95.9%

COMMUNICATIONS

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$1,650,084	\$1,664,828	100.9%	80.5%
Materials and Services	196,898	131,663	66.9%	114.7%
Total Expenditures	\$1,846,982	\$1,796,491	97.3%	82.5%

FINANCE AND REGULATORY SERVICES

	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	4,165,815	3,982,396	95.6%	90.8%
Materials and Services	5,605,833	3,767,514	67.2%	96.4%
Total Operating Expenditures	9,771,648	7,749,909	79.3%	93.1%
Total New Capital	0	0	0%	100.0%
Total Renewal and Replacement	0	127,040	0%	0.0%
Total Expenditures	\$9,771,648	\$7,876,949	80.6%	93.1%

HUMAN RESOURCES

Expenditures	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$2,513,129	\$2,241,364	89.2%	94.8%
Materials and Services	491,851	514,248	104.6%	102.6%
Total Expenditures	\$3,004,980	\$2,755,612	91.7%	96.1%

INFORMATION SERVICES

	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	3,497,934	3,313,748	94.7%	97.6%
Materials and Services	1,470,854	1,147,201	78.0%	83.3%
Total Operating Expenditures	4,968,788	4,460,949	89.8%	93.7%
Total New Capital	610,000	306,546	50.3%	58.6%
Total Renewal and Replacement	701,142	297,544	42.4%	62.7%
Total Expenditures	\$6,279,930	\$5,065,039	80.7%	89.0%

NON-DEPARTMENTAL EXPENDITURES

	Budget	Actual YTD	YTD % of Budget	3-Year Average
Personal Services	\$0	\$0	0%	100.2%
Materials and Services	3,722,000	2,950,340	79.3%	61.3%
Total Operating Expenditures	3,722,000	2,950,340	79.3%	61.5%
Total Debt Service	35,974,577	44,039,089	122.4%	149.0%
Total Capital Outlay	100,000	63,793	63.8%	52.6%
Total Expenditures	\$39,796,577	\$47,053,222	118.2%	139.4%

Non-Dept: Special Appropriations Spending through the Fourth Quarter

- \$140,336 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 East Metro Economic Alliance
- \$5,000 to the Westside Economic Alliance

- \$197,000 for spending on all sponsorships, through the fourth quarter, includes:
 - \$15,000 for Rail-volution
 - \$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
 - \$30,333 to Washington County Communities of Color
 - \$15,000 to First Stop Portland
 - \$50,000 to the Intertwine Alliance

\$23,250 to the general Metro sponsorship account through the fourth quarter

APPENDIX A – Fund Tables, year to year comparison

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

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	26,048,779	24,810,009	95.2%	81.8%	85.7%
General Revenues	35,447,800	36,599,774	103.2%	105.9%	104.7%
Transfers	37,187,970	36,587,516	98.4%	77.1%	77.7%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	29,660	0.0%	0.0%	0.0%
Total Revenue	98,684,549	98,026,960	99.3%	88.2%	89.2%
Operating Expenditures	61,699,249	53,205,584	86.2%	77.1%	80.7%
Debt Service	1,932,038	1,932,038	100.0%	100.0%	100.0%
Capital Outlay	190,000	158,410	83.4%	56.5%	94.7%
Interfund Transfers	19,929,266	19,854,412	99.6%	99.8%	95.8%
Intrafund Transfers	16,476,033	15,914,972	96.6%	58.4%	71.7%
Contingency	5,776,706	0			
Subtotal Current Expenditures	\$ 106,003,292	\$ 91,065,417	85.9%	75.6%	78.6%

General Asset Management Fund, as of June 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	261,751	430,763	164.6%	11.8%	1080.0%
General Revenues	29,151	101,365	347.7%	286.3%	197.8%
Transfers	6,828,605	5,974,726	87.5%	99.2%	93.6%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0.0%
Total Revenue	7,119,507	6,506,854	91.4%	95.0%	143.9%
Operating Expenditures	2,670,822	1,898,444	71.1%	60.2%	57.0%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	5,351,998	1,156,361	21.6%	44.7%	54.1%
Interfund Transfers	214,625	214,625	100.0%	100.0%	100.0%
Intrafund Transfers	30,000	30,000	100.0%	0.0%	0.0%
Contingency	9,713,663	0			
Subtotal Current Expenditures	\$ 17,981,108	\$ 3,299,430	18.3%	44.6%	39.0%

MERC Fund, as of June 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	63,130,933	72,552,974	114.9%	125.1%	121.4%
General Revenues	171,000	480,851	281.2%	487.4%	360.6%
Transfers	650,000	650,000	100.0%	77.2%	88.9%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0.0%
Total Revenue	63,951,933	73,683,825	115.2%	124.7%	120.9%
Operating Expenditures	52,178,818	55,495,371	106.4%	105.3%	101.7%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	14,418,744	4,265,776	29.6%	24.2%	54.5%
Interfund Transfers	9,814,830	9,814,122	100.0%	99.9%	98.1%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	34,463,514	0			
Subtotal Current Expenditures	\$ 110,875,906	\$ 69,575,269	62.8%	69.5%	72.5%

Natural Areas Fund, as of June 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	275,000	1,743,513	634.0%	0.0%	156.4%
General Revenues	351,700	203,942	58.0%	96.3%	196.0%
Transfers	0	0	0.0%	0.0%	0.0%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	400,436	0.0%	0.0%	0.0%
Total Revenue	626,700	2,347,891	374.6%	264.1%	258.2%
Operating Expenditures	4,988,306	6,810,056	136.5%	57.8%	44.3%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	17,573,500	12,935,417	73.6%	39.6%	39.5%
Interfund Transfers	3,120,936	3,110,926	99.7%	98.3%	92.5%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	10,417,000	0			
Subtotal Current Expenditures	\$ 36,099,742	\$ 22,856,399	63.3%	38.6%	31.4%

Oregon Zoo Asset Management Fund, as of June 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	873,334	1,058,623	121.2%	184.5%	134.7%
General Revenues	17,500	31,431	179.6%	371.8%	284.1%
Transfers	1,047,308	997,308	95.2%	100.0%	81.3%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	22,259	0.0%	0.0%	0.0%
Total Revenue	1,938,142	2,109,621	108.8%	111.0%	95.6%
Operating Expenditures	0	318,922	0.0%	53.6%	53.6%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	3,737,582	2,378,021	63.6%	37.6%	39.8%
Interfund Transfers	0	0	0.0%	100.0%	100.0%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	1,804,299	0			
Subtotal Current Expenditures	\$ 5,541,881	\$ 2,696,944	48.7%	39.8%	41.3%

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

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	0	495	0.0%	0.0%	0.0%
General Revenues	200,000	177,418	88.7%	235.7%	134.6%
Transfers	0	0	0.0%	0.0%	0.0%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	0	0.0%	83.7%	83.7%
Total Revenue	200,000	177,913	89.0%	84.3%	84.1%
Operating Expenditures	767,776	1,185,908	154.5%	97.0%	93.8%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	8,129,676	6,995,596	86.1%	61.2%	76.4%
Interfund Transfers	675,868	675,868	100.0%	100.0%	99.2%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	3,395,128	0			
Subtotal Current Expenditures	\$ 12,968,448	\$ 8,857,373	68.3%	53.9%	65.0%

Oregon Zoo Operating Fund, as of June 30, 2017

FY 2016-17

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	27,552,361	27,283,096	99.0%	95.9%	96.6%
General Revenues	10,000	22,281	222.8%	0.0%	0.0%
Transfers	13,011,384	13,011,384	100.0%	100.0%	99.7%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0.0%
Total Revenue	40,573,745	40,316,761	99.4%	97.5%	97.8%
Operating Expenditures	35,846,125	35,511,426	99.1%	97.4%	97.7%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	20,000	145,068	725.3%	200.7%	200.7%
Interfund Transfers	4,719,845	4,719,173	100.0%	96.6%	92.2%
Intrafund Transfers	0	0	0.0%	0.0%	99.9%
Contingency	1,000,000	0			
Subtotal Current Expenditures	41,585,970	40,375,667	97.1%	95.1%	96.9%

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

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	888,000	952,984	107.3%	185.5%	182.5%
General Revenues	13,608,132	13,700,347	100.7%	103.2%	103.6%
Transfers	0	0	0.0%	100.0%	100.0%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0.0%
Total Revenue	14,496,132	14,653,331	101.1%	103.9%	105.5%
Operating Expenditures	7,701,319	6,774,621	88.0%	81.9%	71.8%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	3,182,737	1,160,400	36.5%	50.2%	64.6%
Interfund Transfers	4,980,920	4,930,920	99.0%	97.7%	98.9%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	3,044,187	0			
Subtotal Current Expenditures	\$ 18,909,163	\$ 12,865,941	68.0%	74.4%	69.3%

Risk Management Fund, as of June 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	663,088	785,470	118.5%	175.6%	163.1%
General Revenues	10,000	16,894	168.9%	247.9%	209.2%
Transfers	3,173,704	3,173,704	100.0%	100.0%	100.0%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0.0%
Total Revenue	3,846,792	3,976,068	103.4%	115.2%	115.5%
Operating Expenditures	4,452,703	2,607,805	58.6%	98.0%	97.3%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	0	0	0.0%	0.0%	0.0%
Interfund Transfers	25,000	0	0.0%	100.0%	97.8%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	1,261,572	0			
Subtotal Current Expenditures	\$ 5,739,275	\$ 2,607,805	45.4%	95.9%	89.2%

Solid Waste Revenue Fund, as of June 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	3-Year Average
Program Revenues	69,492,212	70,785,007	101.9%	105.8%	104.6%
General Revenues	452,722	394,057	87.0%	125.0%	163.7%
Transfers	698,232	625,585	89.6%	96.9%	86.1%
Special Items	0	0	0.0%	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0.0%
Other Financing Sources	0	18,051	0.0%	0.0%	0.0%
Total Revenue	70,643,166	71,822,700	101.7%	105.9%	104.7%
Operating Expenditures	61,823,704	57,822,170	93.5%	93.4%	94.1%
Debt Service	0	0	0.0%	0.0%	0.0%
Capital Outlay	4,866,050	1,210,595	24.9%	47.9%	27.1%
Interfund Transfers	8,351,614	8,347,456	100.0%	96.3%	85.7%
Intrafund Transfers	0	0	0.0%	0.0%	0.0%
Contingency	14,833,128	0			
Subtotal Current Expenditures	\$ 89,874,496	\$ 67,380,221	75.0%	74.4%	73.8%

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

Total Excise Tax Collections

7.5% Excise Tax

Facility/Function	FY 2016-17 Budget	Revised Annual Forecast	Difference	% Difference
Oregon Convention Center	\$1,845,767	\$1,873,863	\$28,096	1.52%
Expo Center	499,757	462,536	(37,221)	-7.45%
SW Product Sales	235,135	197,611	(37,524)	-15.96%
Total	\$2,580,659	\$2,534,010	(\$46,649)	-1.81%

Solid Waste Per Ton Excise Tax

	FY 2016-17 Budget	Revised Annual Forecast	Difference	% Difference
Solid Waste and Recycling Metro Facilities	\$6,199,557	\$6,212,944	\$13,387	0.22%
Solid Waste and Recycling Non Metro Facilities	9,495,524	10,083,078	587,554	6.19%
Total Solid Waste Per Ton Excise Tax	15,695,081	16,296,022	600,941	3.83%
Grand Total Excise Tax	\$18,275,740	\$18,830,032	\$554,292	3.03%
Solid Waste General by Code	\$12,915,727	\$12,915,727		
SW Net Surplus/(Deficit)	\$2,779,354	\$3,380,295		

APPENDIX C – Construction Excise Tax

Collections outpace expectations

Construction excise tax collections have been steadily increasing each year since FY 2009-10, and reached a new record of \$3.5 million in FY2016-17. As in previous years the fourth quarter collections were the highest, representing 41% of total collections. Since September 2015, Metro retains 5 percent of the collected receipts to recover a portion of its costs in administering the program.

Revenues	Unaudited Actuals	PY Actuals	3-Year Average	% of PY Actuals
Construction Excise Tax	\$3,386,784	\$3,171,393	\$2,729,249	106.8%
CET Admin Fee	174,891	167,085	119,271	104.7%
Total Collections	\$3,561,675	\$3,338,479	\$2,848,520	

Top three jurisdictions

Portland, Washington County and Hillsboro continue to be the top producing jurisdictions. Portland's total collections were comparable to the prior year, however Washington County and Hillsboro saw increases of 7% and 31%, respectively.

Jurisdiction	YTD receipts	YTD % of Total	PY Actuals	3-Year Average
Portland	\$1,469,887	41.3%	\$1,476,197	\$1,234,336
Washington County	392,237	11.0%	366,025	322,285
Hillsboro	366,539	10.3%	279,280	226,026
Gresham	138,109	3.9%	128,577	119,275
Beaverton	130,838	3.7%	136,175	163,070
Clackamas County	120,805	3.4%	153,070	110,627
Cities, population 25-75k	692,031	19.4%	515,256	426,471
Cities, population < 25k	251,228	7.1%	283,900	246,431
	\$3,561,675	100.0%	\$3,338,479	\$2,848,520

Over \$20 million awarded to local jurisdictions since inception

Jurisdiction	YTD receipts	YTD % of Total
Portland	\$4,269,928	21.2%
Washington County	3,266,678	16.2%
Gresham	2,386,057	11.8%
Hillsboro	1,092,500	5.4%
Clackamas County	1,003,701	5.0%
Beaverton	860,697	4.3%
Multnomah County	277,500	1.4%
Cities, population 25-75k	4,360,129	21.6%
Cities, population < 25k	2,655,503	13.2%
	\$20,172,693	100.0%

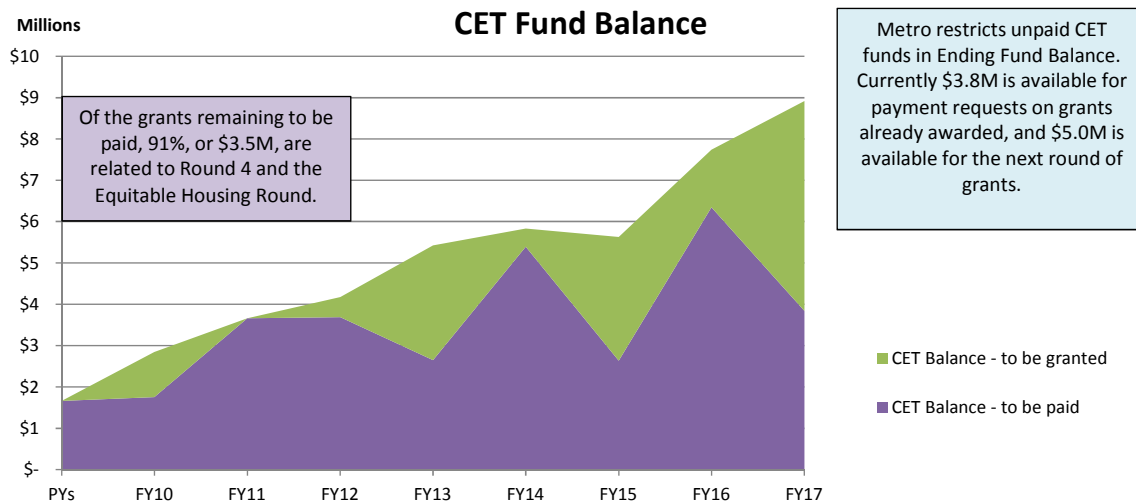
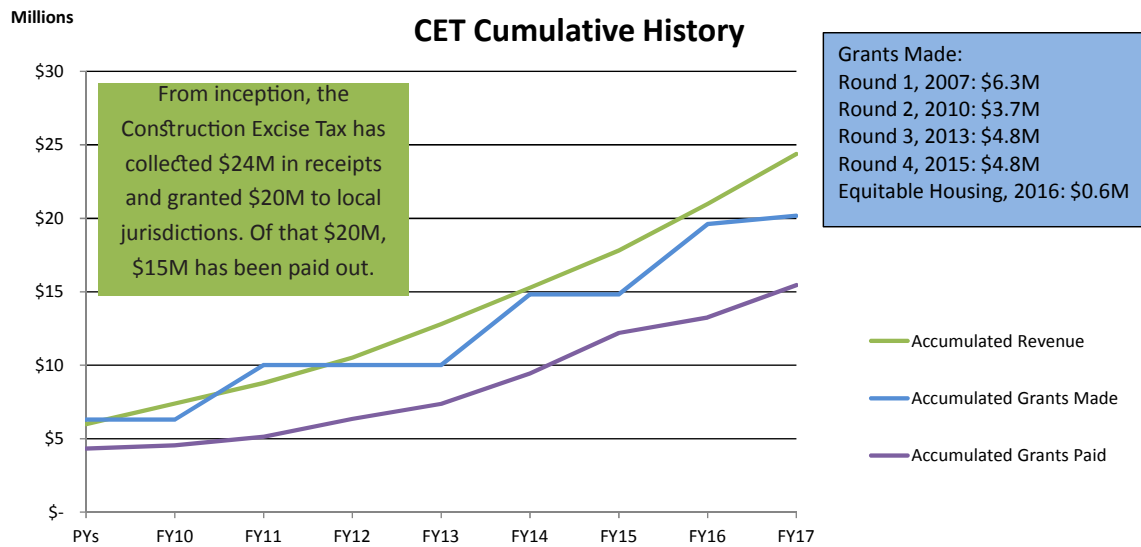
Award detail of previous grant rounds is on Metro's website at www.oregonmetro.gov

Cumulative collections

Metro grants the awards on a reimbursement basis, and thus maintains a balance to make payments as requested. The most recent round, Equitable Housing Planning and Development Grants, occurred in FY 2016-17, and awarded \$575,000 to jurisdictions to support local planning projects that help facilitate the creation of equitable housing.

Charts provide additional detail

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



APPENDIX D – Capital Budget, FY 2016-17

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 June 30, 2017.

This year's capital improvement plan included 116 capital projects greater than \$100,000. Through June 30, 2017, 28 projects were completed and five projects were cancelled. The remaining projects were either carried forward to FY 2017-18 or are long term projects budgeted over several years.

Completed Projects:

IS:

- Conf Room 301 A/V (01557)
- Data Backup & Recovery System (01571)

EXPO:

- Hall Shore Power Install (8R170)
- Hall D Lobby and Meeting Room Upgrades (8R042)

MRC:

- Building Envelope Repairs (01325)
- Remodel 2nd Floor-PES/SW (01329)
- MRC Space Plan Remodel (01327)

OCC:

- Parking Management System (8R115)
- Drinking Fountain Replacements (8R160)
- Xirrus WiFi Network Upgrade (8R164)
- A/V Equipment (NBS) (8R118)
- Admin Carpet Replacement (8R159)

PARKS:

- Orenco Woods/Hillsboro/TPL (G13052)
- Blue Lake Office/Maintenance Bldg. Renovations (LI202)
- Interactive Parks Map (Zoo) (LS020)
- Oxbow Campground Road Improvements (70213)

PARKS:

- Sauvie Island Boat Ramp Dock Replacement (LI503)
- Sellwood Gap Quitclaim (G24010)
- Tualatin River Water Trail (71904)

PORTLAND 5:

- AHH Fire Alarm System (8R093)
- Newmark Stage Floor (8R122)
- AHH, ASCH, Keller - Re-key & Key Control (8R123)

SOLID WASTE:

- Enforcement Vehicle Replacement – Grapple Truck (76856)
- Metro Central Stormwater Improvements (76873)
- Metro South Camera Expansion (77102)
- Metro Central Organics Improvements (76872)

ZOO:

- Perimeter USDA Fence 6 Replacement (ZRW161)
- WAY-FINDING SIGN SYSTEM (ZRW152)

Capital Appendix

Q4 FY17

<u>Project (ID)</u>	Current Year			All Years	<u>Status</u>
	FY 2017	YTD Actual	Balance	Total Spend	
<u>Information Services</u>					
VOIP Phone System Upgrade Phase II (65701C)	525,828	151,861	373,967	152,536	In Progress
PCI-Network Remediation (01570)	500,000	18,967	481,033	18,967	In Progress
Data Backup & Recovery System (01571)	250,000	194,388	55,612	199,118	Complete
IMS - Network Management (65200)	160,080	48,687	111,393	368,957	Ongoing
PeopleSoft Upgrade (65612)	138,753	53,781	84,972	130,888	Ongoing
Customer Relationship Software (65675A)	100,000	164,852	(64,852)	223,030	In Progress
Conf Room 301 A/V (01557)	100,000	101,120	(1,120)	101,120	Complete
PeopleSoft Supplier Contract Management Module (65612A)	100,000	-	100,000	-	On Hold
Project Management Software (01555)	90,000	79,465	10,535	275,792	In Progress
<u>Property and Environmental Services</u>					
Metro Central Stormwater Improvements (76873)	800,000	828,988	(28,988)	2,046,339	Complete
MRC Roof Replacement-Phase 2 (01320A)	607,541	-	607,541	-	On Hold
MRC Remodel- 2nd Floor-PES/SW (01329)	550,000	503,975	46,025	511,028	Complete
Metro Central - Replace Slow Speed Shredder (76889)	550,000	-	550,000	-	Cancelled
Metro Regional Center Roof Replacement (01320)	535,389	21,313	514,076	91,825	On Hold
St. Johns Landfill - Remediation (76995)	400,000	-	400,000	103	On Hold
Central Compactor #1 (SMC002)	400,000	674	399,326	674	On Hold
Metro South: Compactor #1 (SMS001)	400,000	-	400,000	-	On Hold
MRC Space Plan Remodel (01327)	326,000	192,795	133,206	430,867	Complete
VOIP Phone System Upgrade (65701B)	317,700	35,459	282,241	188,363	In Progress
Disposal System (Road Map) Software (65770)	300,000	88,375	211,625	495,975	In Progress
MSS HHW Roof Replacement (77110)	250,000	-	250,000	-	Cancelled
Metro Central Organics Improvements (76872)	230,000	-	230,000	185,913	Complete
MRC Bldg Envelope Repairs-Phase 2 (01325A)	217,000	-	217,000	-	On Hold
Central Environmental System (01324)	216,800	-	216,800	5,962	In Progress
Enforcement Vehicle Replacement (76856)	176,250	56,614	119,636	228,803	Complete
MRC Security System (01503)	145,600	83,589	62,011	93,044	In Progress
Metro South Bays - 1&2 Ventilations System (76836)	140,000	-	140,000	4,029	On Hold
Metro South Camera Expansion (77102)	130,000	127,174	2,826	133,275	Complete
Metro Central Camera Expansion (77106)	130,000	4,705	125,295	4,705	On Hold
MSS Pit Wall Refurbishment (77111)	110,000	8,630	101,371	22,240	On Hold
SJLF - adapting flares to lower gas flow rates (77001)	100,000	-	100,000	-	On Hold
SJLF Flare Replacement (77002)	75,000	62,340	12,660	75,295	On Hold
MRC: Rooftop Airhandler (MRC001)	75,000	-	75,000	-	In Progress
MRC - Building Envelope Repairs (01325)	56,700	438	56,263	182,449	Complete
Metro Central - Annual Concrete Repair (77125)	50,000	54,625	(4,625)	54,625	Ongoing

Capital Appendix

Q4 FY17

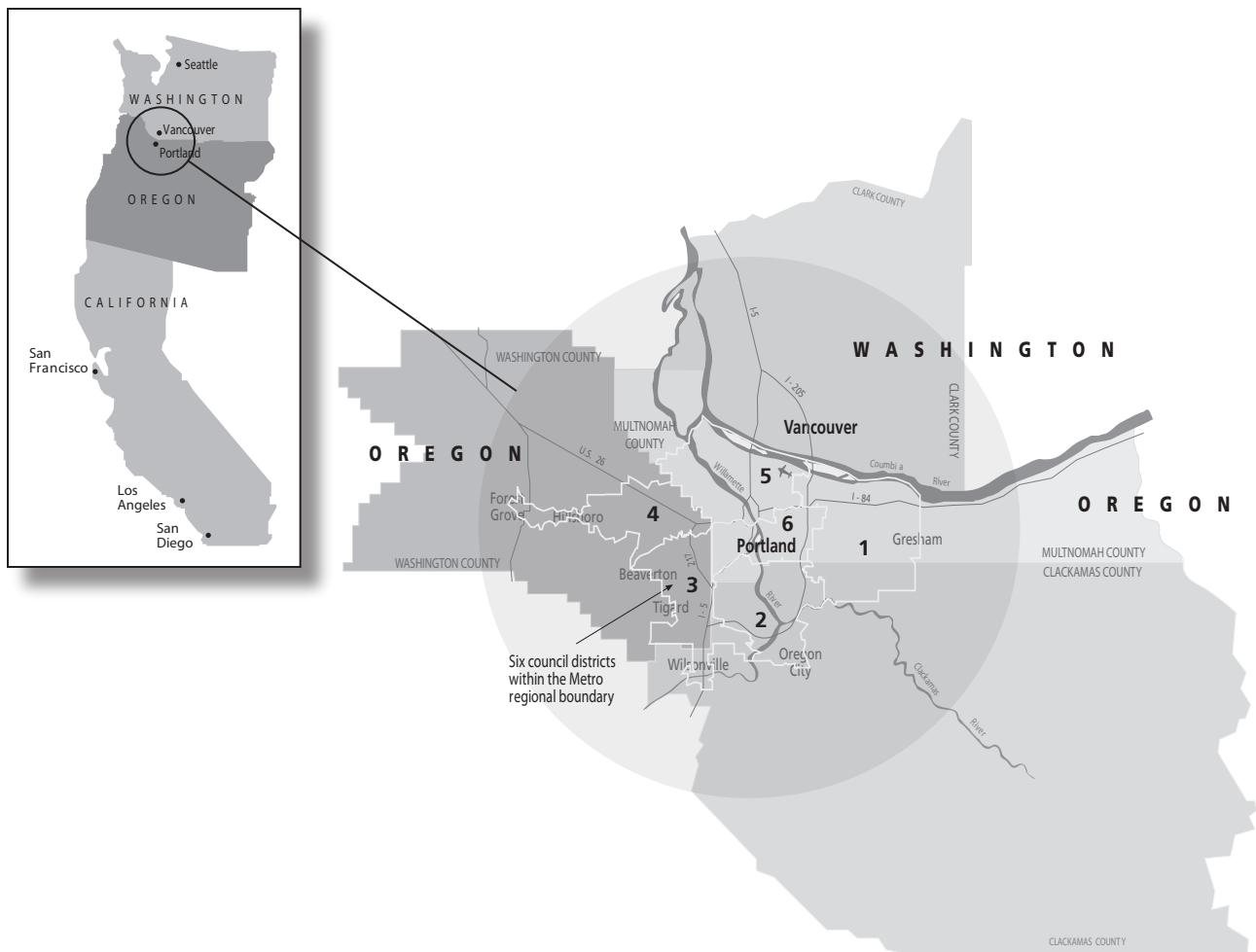
Project (ID)	Current Year			All Years	Status
	FY 2017	YTD Actual	Balance	Total Spend	
Visitor Venues - Oregon Zoo					
Education Center (CDZ) (ZIP006)	7,090,766	7,392,630	(301,864)	16,817,598	In Progress
Polar Bear Habitat (ZIP004)	750,000	788,212	(38,212)	1,144,182	In Progress
Zoo - Railroad Lower Track Remediation (ZOO52)	725,000	-	725,000	60,063	On Hold
Zoo Electrical Infrastructure (ZOOTBD04)	500,000	412,135	87,865	412,135	In Progress
Steller Cove Chiller Replacement (ZRW096)	448,759	693,783	(245,024)	733,411	In Progress
Campus and Habitat Interpretive Design (ZIP013)	287,790	274,438	13,352	2,062,296	In Progress
Living Collection Siding (ZOO74)	250,000	24,581	225,419	24,581	In Progress
WAY-FINDING SIGN SYSTEM (ZRW152)	152,295	157,812	(5,517)	157,812	Complete
One-Percent for Art Design and Installation (ZIP012)	112,656	154,995	(42,339)	540,925	In Progress
Primate & Rhino Habitat (ZIP005)	75,000	0	75,000	0	In Progress
Perimeter USDA Fence 6 Replacement (ZRW161)	62,029	13,443	48,586	68,679	Complete
Parks and Nature					
Natural Areas Acquisition (TEMP98)	7,000,000	-	7,000,000	-	Ongoing
River Island Restoration (BA030)	5,290,000	3,481,095	1,808,905	5,526,848	In Progress
Orenco Woods/Hillsboro/TPL (G13052)	1,537,000	700,414	836,586	4,766,600	Complete
Willamette Falls Riverwalk (WF010)	1,340,582	220,745	1,119,837	1,495,610	In Progress
OPRC - Quitclaim - Springwater (G24010)	848,858	737,293	111,565	1,399,512	Complete
Tualatin River Water Trail (71904)	821,500	736,627	84,873	865,203	Complete
Oxbow Office/Residence Renovations (LI005)	800,000	61,501	738,499	218,507	In Progress
Richardson Creek Restoration Project (LR031)	675,000	25,208	649,792	105,303	In Progress
Blue Lake Office/Maintenance Bldg. Renovations (LI202)	490,939	365,830	125,109	487,578	Complete
Columbia Blvd Bridge Crossing (BA010)	300,000	51,354	248,646	51,354	In Progress
Bakers Ferry Stream Stabilization - Bond (G18044)	275,000	495,818	(220,818)	580,750	In Progress
Oxbow: Gravel Trails (POX004)	252,404	-	252,404	-	On Hold
Tualatin Forest Restoration (Burlington Forest/McCarty/Ennis) (LA120)	250,000	21,901	228,099	75,784	In Progress
Newell Canyon Access/Site Evaluation (LA250)	250,000	93,942	156,058	137,395	In Progress
Killin Wetland Access/Site Evaluation (LA300)	250,000	139,844	110,156	341,644	In Progress
Oxbow Play Area Renovations (LI003)	243,039	24,763	218,276	62,974	In Progress
Tigard: Fanno Creek Trail (BA040)	225,000	249,494	(24,494)	249,494	In Progress
Levy Terramet Database Improvement (LS010)	200,000	153,700	46,300	433,558	In Progress
Marine Drive Trail (BA020)	200,000	-	200,000	-	On Hold
Chehalem Ridge Comp Plan (LA110)	175,000	56,148	118,852	119,104	In Progress
Mult. Chan. WCS #1 (LR662)	170,000	17,719	152,281	62,305	In Progress
SB WCS upgrades&repairs (LR408)	160,000	21,099	138,901	43,351	In Progress
Glendoveer Golf Course Path Repair (GF134)	160,000	-	160,000	5,760	On Hold
Sauvie Island Boat Ramp Dock Replacement (LI503)	155,932	149,726	6,206	149,726	Complete
Trails: St Johns Prairie (PTR001)	150,000	-	150,000	-	On Hold
Oxbow Campground Road Improvements (70213)	145,750	136,238	9,512	183,452	Complete
Gabbert Hill Access Improvements (LA200)	125,000	18,922	106,079	25,154	In Progress
Chinook: Floats & Gangway (PCK001)	115,830	-	115,830	-	On Hold
Interactive Parks Map (Zoo) (LS020)	103,000	108,323	(5,323)	114,323	Complete
N. Columbia Slough Bridge (BA011)	80,000	-	80,000	-	Cancelled
Blue Lake Office Renovation (LI213)	80,000	18,769	61,231	32,560	In Progress

Capital Appendix

Q4 FY17

Project (ID)	Current Year			All Years	Status
	FY 2017	YTD Actual	Balance	Total Spend	
Visitor Venues - Oregon Convention Center					
OCC - Master Plan Renovation (8R082)	1,865,865	529,723	1,336,142	577,256	Ongoing
OCC - Parking Management System (8R115)	1,000,000	934,984	65,016	934,984	Complete
OCC - Tower Lighting Replacement (8R052)	650,000	487,926	162,074	488,031	In Progress
OCC - CCTV Replacement (8R032)	450,000	5,831	444,169	444,741	In Progress
OCC - EST-3 Fire Alarm Notification Upgrades (8R163)	375,000	278,013	96,987	278,013	In Progress
OCC - Cucina Rossa Remodel (85101)	331,779	-	331,779	22,510	On Hold
OCC - Integrated Door Access Controls (8N025)	302,712	-	302,712	22,288	In Progress
OCC - Oregon Ballroom Lighting Replacement (8R080)	220,000	219,891	109	220,115	In Progress
OCC - Drinking Fountains Replacement (8R160)	175,000	168,829	6,171	168,829	Complete
OCC - Xirrus WiFi Network Upgrade (8R164)	170,000	134,871	35,129	134,871	Complete
OCC - A/V Equipment (NBS) (8R118)	150,000	136,739	13,261	442,310	Complete
OCC - OM4 Network Upgrade (8R165)	130,000	-	130,000	-	Cancelled
OCC - Portland Ballroom Can Lighting Replacement (8R053)	115,000	94,747	20,253	94,965	In Progress
OCC - Admin Carpet Replacement (8R159)	103,891	103,991	(100)	103,991	Complete
Visitor Venues - Expo Center					
Expo - Hall D Roof Repairs/Replacement (8R136)	924,500	903,561	20,939	933,561	In Progress
Expo - Electronic Reader Board (8N011)	265,000	217,452	47,548	259,100	In Progress
Expo - Connector Glass Door (85106)	100,000	17,643	82,357	17,643	In Progress
Expo - Parking Lot Asphalt Maintenance / Replacement (8R040)	77,415	38,434	38,981	180,657	In Progress
Expo Hall Shore Power Install (8R170)	75,000	68,538	6,462	111,487	Complete
Expo - WiFi - Telecommunications Upgrade (8R139)	75,000	1,788	73,212	12,665	In Progress
Expo - Hall D Lobby and Meeting Room Upgrades (8R042)	25,065	3,727	21,338	171,442	Complete
Visitor Venues - Portland's Centers for the Arts					
Keller - Roof and Drains Replacement (8R098)	1,509,793	1,269,084	240,709	1,393,767	In Progress
P5 AHH FOH Elevator Overhaul (8R152)	580,000	-	580,000	-	On Hold
ASCH Portland Sign-assessment: re-paint, re-light (CF) (8R099)	560,000	353,346	206,654	419,323	In Progress
Keller - North Concessions Stand Remodel (85103)	318,000	-	318,000	-	On Hold
AHH, ASCH, Keller - Stage Doors and Office Plan (8R101)	241,719	10,203	231,516	18,484	Cancelled
P'5 - AHH Fire Alarm System (8R093)	225,000	205,083	19,917	210,083	Complete
P5 ArtBar Bar Replacement (85108)	200,000	-	200,000	-	On Hold
P5 AHH/ASCH/KLR Elevators Design (8R100)	150,767	738	150,029	25,746	On Hold
AHH, ASCH, Keller - Re-key & Key Control (8R123)	148,933	151,471	(2,538)	186,982	Complete
P5 Newmark Lighting Phase III (8R144)	130,000	327	129,673	327	In Progress
P5 NMK Stage Floor (8R122)	100,000	63,650	36,350	63,650	Complete
Newmark Main Speakers (8R128)	100,000	-	100,000	-	On Hold
P'5 - Keller LED Lighting Conversion (8R094)	90,635	-	90,635	14,365	In Progress
ASCH Shell Rigging (8R092)	64,701	7,071	57,630	25,287	In Progress
ASCH - Cooling Tower Replacement (8R120)	50,000	22,304	27,696	37,688	In Progress
P5 Keller Wall Panels (8R145)	35,000	21,723	13,277	80,935	In Progress
P5 Keller Main Switchgear (R&R) (8R155)	25,000	-	25,000	-	In Progress
P5 Keller Electric Panels (8R158)	25,000	-	25,000	-	In Progress





Metro
People places • open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region’s economy.

Your Metro representatives

Council President
 David Bragdon

Deputy Council President
 District 1– Rod Park

District 2– Brian Newman

District 3– Carl Hosticka

District 4– Kathryn Harrington

District 5– Rex Burkholder

District 6– Robert Liberty

Auditor– Suzanne Flynn

Metro’s web site:
www.metro-region.org

TRANSPORTATION FINANCE UPDATE

Metro Council Work Session
Tuesday, September 26, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: Sept. 26, 2017 **LENGTH:** 30 min.

PRESENTATION TITLE: Transportation Finance Update

DEPARTMENT: GAPD

PRESENTER(S): Craig Beebe, craig.beebe@oregonmetro.gov, 503-797-1584
Andy Shaw, andy.shaw@oregonmetro.gov, 503-797-1763

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: Provide an update on Metro staff's continuing work with partners on a potential 2018 regional transportation funding measure
- Outcome: Staff receives clear Council direction on principles for continuing engagement, and next steps through the fall

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Transportation is where many of the Council's desired outcomes for an equitable, prosperous, healthy and livable region intersect. Residents, businesses, community organizations and Metro's jurisdictional partners desire and need reliable, safe and affordable transportation options throughout greater Portland. To keep our roads, bridges, streets and transit working for everyone as the region continues to grow – and to make progress on the 2040 Growth Concept – the Council and many of our partners have clearly identified the need for additional regional transportation funding.

Since summer 2016, TriMet has been leading the development of a regional transportation ballot measure aimed at November 2018. For more than a year, the Council and Metro staff have engaged in ongoing conversations about the shape of the measure with TriMet and jurisdictions from around the region, as well as community partners. At two 2016 retreats and in several work sessions, the Council has maintained a clear message to staff and partners that it desires the measure to make a serious contribution toward building the 2040 Growth Concept and advancing its other adopted plans, policies and desired outcomes. Council has also been clear that such a measure should be developed with strong community and coalition support.

A 2018 ballot measure could provide much of the local match for the Southwest Corridor project. What else to include has been subject to more extensive conversation. After hearing feedback from the Council, the City of Portland and advocates, TriMet is considering a larger package, developed with more community input, that could secure broader political and community support. The passage of the state transportation bill in July has also affected the process for developing the measure.

In a series of briefings in June/July 2017, described in the attached memo, the Council directed Metro staff to continue working with TriMet on developing a 2018 measure that would advance its goals, while also keeping an eye toward how to leverage this work for potential future regional funding measures. Councilors suggested they could support a 2018 measure if the process and its outcome reflect the Council's priorities and goals.

Over the summer, staff from GAPD, Planning, Communications and the Council Office have undertaken the following efforts:

- Working with state lawmakers to support the successful passage of a statewide transportation bill that will make major investments in roads, streets, transit, Safe Routes to School and other transportation priorities throughout greater Portland and Oregon;
- Collaborating with TriMet, the City of Portland and other partners to organize a community task force and a leadership committee (JPACT subcommittee) to advise on the selection of projects for a 2018 measure, and agreeing to co-fund the facilitation of this committee;
- Developing a coalition strategy to build capacity and support for a 2018 measure and potential future measures, in coordination with Metro staff working on Parks and Housing funding options;
- Conducting research in partnership with the City of Portland, Multnomah County and the Port of Portland, and providing input to research efforts by TriMet;
- Organizing a Denver best practices trip (following the successful Los Angeles and Seattle best practices trips);
- Completing a set of principles for regional transportation investment packages, reflecting Council input and policy (attached);
- Finalizing a six-month work plan reflecting Council input. The work plan is oriented toward development of a 2018 measure, but also looks for opportunities to leverage work for potential future ballot measures.

Work on the transportation funding measure crosses department lines and must be closely coordinated with other Council priorities, such as parks, housing and equity. Metro staff, led by a Director-level Steering Committee, project sponsor Andy Shaw and project manager Craig Beebe, have created a work plan and project management structure that positions Metro to be an active participant in the 2018 measure development, yet adaptable to changing circumstances.

No decision has yet been made to proceed with a funding measure in 2018. That decision by TriMet's Board of Directors is not expected until January at the earliest.

At this point, staff proposes to conduct the following activities throughout the fall:

- Continue working with TriMet, the City of Portland and other partners on the community and leadership engagement process to develop a potential 2018 ballot measure;
- Conduct technical analysis of potential projects for inclusion in a 2018 measure;
- Engage with potential coalition members who could support regional transportation funding;
- Continue close coordination with efforts for other Metro Council priorities, including Parks and Nature and housing affordability;
- Conduct further research to understand public priorities, concerns and interests in transportation, and how the issue connects with other related issues and Council priorities;
- Continue developing the 2018 Regional Transportation Plan with an eye toward building a successful long-term investment strategy;
- Provide regular updates to Council via work sessions, email and briefings as desired.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Council support the draft principles for engagement prepared by staff?
- Does the Council have any questions about any of this material?

PACKET MATERIALS

- Would legislation be required for Council action Yes **X No**
- If yes, is draft legislation attached? Yes **X No**
- What other materials are you presenting today?
 - *Draft principles for regional transportation investment packages*
 - *July 11, 2017 Memo summarizing Council input from June/July 2017 briefings*

Metro principles for transportation investment packages

DRAFT – For Council Review – 9/12/2017

Transportation is more than concrete, asphalt and steel. It is the roads, transit, streets and bridges that move people we love and goods we need. It is how we start the day and what gets us home again. We have a shared responsibility to care for this core common good.

Our transportation investments convey our values. How we invest now will affect generations of Oregonians to come, just as previous generations' transportation investments shape our lives.

These principles have been developed from Metro Council policy and input, to guide Metro's coordination with partners on regional transportation funding measures.

1. People throughout greater Portland want the congestion relief and safety benefits the Southwest Corridor project will deliver. A voter ballot measure in 2018 should help secure the local match the project needs for federal funding.
2. Voters understand: To ease traffic and improve safety, greater Portland needs a complete package of road, transit, biking and walking investments.
3. Regional livability, safety, equity and air quality intersect in transportation investments. Regional transportation measures should be consistent with the Metro Council's adopted policies in these areas, including but not limited to the Climate Smart Strategy, Regional Transportation Plan and Strategic Plan to Advance Racial Equity, Diversity and Inclusion.
4. The Metro Council believes a state match must be secured for projects on state-owned freeways before regional taxpayer dollars are committed.
5. Greater Portland needs a lasting, broad coalition to support investments in transportation. Developing a ballot measure should build trust with and capacity of key organizations and communities that are vital to a successful coalition.
6. Selection criteria for voter packages should be transparent and understandable to project selection committees or task forces. More importantly, voters should clearly see how a proposed package addresses their priorities and makes their communities better.
7. Success depends on regional leadership and collaboration across agencies. The Metro Council will vocally and publicly support transportation measures that advance its goals and these principles.



Memo

Date: Tuesday, July 11, 2017
To: Martha Bennett
From: Craig Beebe and Tyler Frisbee
Subject: Update on potential 2018 regional transportation funding ballot measure

Discussions around a potential 2018 regional transportation funding ballot measure continue at Metro and around the Portland region. This memo provides a brief update on the current status of those discussions, as well as a recap of recent briefings with individual Metro councilors.

Such a measure would be referred to the region's voters by TriMet. The focus of the measure has been to build the local match for the Southwest Corridor project. After hearing feedback from the Metro Council, the City of Portland and community advocates, TriMet has agreed to consider a larger package that could secure political and community support. The passage of the state transportation package has also affected the process for the measure.

TriMet, working with Metro and the City of Portland, is preparing to convene a community committee to develop a project list for a 2018 measure. The committee's members would include representatives of community-based organizations, transportation advocates and business leaders, with representation from throughout greater Portland. It would be facilitated by an outside party, with meetings beginning this summer and running through the fall.

TriMet has told Metro and regional partners that its board will decide to proceed with a 2018 ballot measure if the community committee can successfully develop a project list that achieves above 60% support in a poll of likely voters. The board's decision must be made by early 2018.

Metro staff held a series of briefings with each member of the Metro Council in late June and early July. These briefings' purpose was to update councilors on the development of a 2018 measure, discuss potential outcomes and seek their guidance as to the role Metro Council and staff should play in the coming months. The briefings also included discussions of the 2017 legislative transportation package. Metro staff present at these briefings included Craig Beebe, Tyler Frisbee and Andy Shaw, along with councilors' respective policy coordinators.

There was broad agreement among the Council members, even without any group conversation. Councilors individually asked staff to actively work with TriMet in the development and process of the 2018 community committee. Councilors expressed a strong interest in ensuring that the committee is representative of the region as a whole. They also sought to ensure the committee and project selection process reflects key concerns, including congestion relief, safety and equity.

Whatever goes on a 2018 regional ballot measure, the region will need to continue exploring further funding options to meet growing transportation needs as our population and economy grow. Councilors agreed that Metro staff should continue activities that could prepare for a potential regional transportation ballot measure after 2018, and should, to the extent possible, look for ways to leverage the 2018 ballot measure process to support a future measure. These activities include completion of the 2018 Regional Transportation Plan and investment strategy, coalition development and community engagement, ongoing transportation communications, and research into public opinion and revenue options. Staff will continue developing a transportation funding work plan that reflects Council's input.

cc: Andy Shaw
Elissa Gertler
Jim Middaugh
Ina Zucker
Randy Tucker
Becca Uherbelau
Alison Kean
Frankie Lewington
Stacy Coonfield

Page two content starts here.

**2018 REGIONAL TRANSPORTATION PLAN-PROJECT
UPDATE AND POLICY PRIORITIES**

Metro Council Work Session
Tuesday, September 26, 2017
Metro Regional Center, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: September 26, 2017

LENGTH: 60 minutes

PRESENTATION TITLE: 2018 Regional Transportation Plan – Project Update & Policy Priorities

DEPARTMENT: Planning and Development

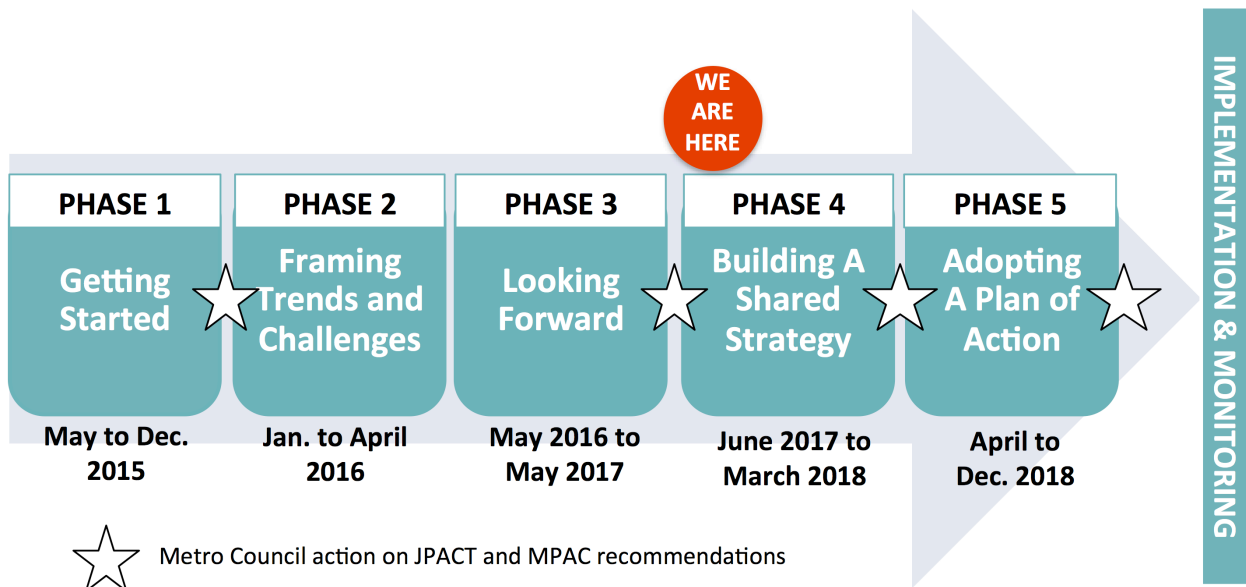
PRESENTER(S): Elissa Gertler, elissa.gertler@oregonmetro.gov, Tyler Frisbee, tyler.frisbee@oregonmetro.gov, Kim Ellis, kim.ellis@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** This work session is an opportunity for the Council to receive a brief project update and discuss policy priorities for the 2018 Regional Transportation Plan.
- **Outcome:** The Council will provide direction to staff as to top Council policy priorities for the 2018 Regional Transportation Plan.

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. Shown in **Figure 1**, the plan update is in Phase 4 and on schedule.



In December 2016 and February 2017, the Council reaffirmed their direction to staff to use development of the 2018 RTP to clearly and realistically communicate our transportation funding outlook and align the financially constrained project list with updated financial assumptions. This direction included developing a pipeline of priority projects for the regional transportation system for Metro and other partners to work together to fund and build. The Council also directed the RTP project list and RTP modal and topical strategies be developed in a transparent way that advances adopted

regional goals, supports regional coalition building efforts, and emphasizes equity, safety and climate change. On May 30, the Council further directed staff to move forward with the 2018 RTP Call for Projects as recommended by the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT).

Since May 30, staff completed the 2018 RTP Call for Projects and continued to implement the adopted work plan and public engagement plan, consistent with previous Council policy direction. A summary of accomplishments and activities that are underway follows.

Project list development and performance evaluation

- **Call for Projects completed in August.** An initial summary of the projects submitted by partner agencies is attached for reference. Additional project information will be available later this fall in preparation for the on-line comment opportunity planned for early Jan. 2018.
- **System level and transportation equity performance evaluation underway.** Council will discuss preliminary findings and recommendations from the performance evaluation at the work session planned for Dec. 12.
- **Assessment of the pilot project performance evaluation underway.** Council will discuss findings and recommendations from this assessment at the work session planned for Dec. 12.

Policy and technical updates

- **Goals, objectives and policies review underway.** Council will discuss findings and recommendations from this review at the work session planned for Dec. 12.
- **Financially constrained funding assumptions updates to reflect House Bill 2017 underway.** Metro staff will participate in an ODOT-led working group tasked with updating the state transportation revenue forecast this fall. An updated forecast is anticipated in early 2018. Council will discuss the updated forecast when available.
- **Development of a policy framework for transportation technologies underway.** Council will discuss a proposed approach at the work session planned for Oct. 10.
- **Development of a transportation recovery and disaster preparedness element underway.** Metro staff will partner with Portland State University and the Regional Disaster Preparedness Organization (RPDO) to map previously identified regional emergency transportation routes and prepare recommendations for future work and partnerships needed to more fully address this issue in the RTP. Council will discuss the identified regional emergency transportation routes and recommendations for future work in early 2018.

Modal and topic plan development

- **Development of the Regional Transit Strategy continues.** Staff are available to brief Councilors individually this fall/winter if desired. Council will discuss the draft strategy at a work session in early 2018.
- **Update to the Regional Transportation Safety Strategy continues.** Staff are available to brief Councilors individually later this fall/winter if desired. Council will discuss the draft strategy at a work session in early 2018.
- **Update to the Regional Freight Strategy continues.** Staff are available to brief Councilors individually this fall/winter if desired. Council will discuss the draft strategy at a work session in early 2018.

Engagement and outreach

- **Planning for 2018 public engagement and outreach activities underway.** In Jan. 2018, the draft investment priorities submitted by agencies along with findings from the evaluation will be shared with the general public for input during a planned 30-day comment opportunity. The fourth (and final) Regional Leadership Forum is planned for late Feb. 2018 to discuss public input, updated funding information and the results of the technical evaluation, resulting in

additional policy direction to staff on refining investment priorities. Council will discuss 2018 engagement and outreach activities at the work session planned for Dec. 12.

In advance of the upcoming regional policy discussions and decisions, staff compiled a summary of policy priorities expressed by the Council in previous work sessions and individual Councilors throughout the RTP update for discussion on September 26. While important, the Council and staff have limited capacity to address all of the priorities listed by the end of 2018 and some priorities will need to be deferred to post-RTP adoption.

Existing Council policy priorities continue to advance through the 2018 RTP consistent with previous Council direction and are shown in the first attachment in italics. Some of the existing Council priorities are done or mostly done (shown in *regular italics*). Other existing Council priorities will require continued diligence and effort through the end of 2018 (shown in ***bolded italics***).

Given the project timeline and its breadth and considering the level of importance and difficulty of each potential priority as well as existing Council direction, existing Metro policy and legislative actions, and capacity, staff recommends the following additional policy priorities for the 2018 RTP:

- Focus on racial equity
- Implement Vision Zero at a regional scale
- Put the region on productive path to congestion pricing

Each of these policy priorities supports the Council's existing policy priorities and will boldly and meaningfully advance previous direction to emphasize equity, safety and climate change in the 2018 RTP. At the work session, staff will present different strategies for advancing the recommended priorities. The Council will be asked to affirm existing policy priorities and provide direction on staff's recommendation regarding the additional policy priorities (and related strategies) for the 2018 RTP. Specifically, staff seeks direction as to the Council's top policy priorities for the 2018 RTP and how staff should move forward to ensure staff work is aligned to the Council's priorities.

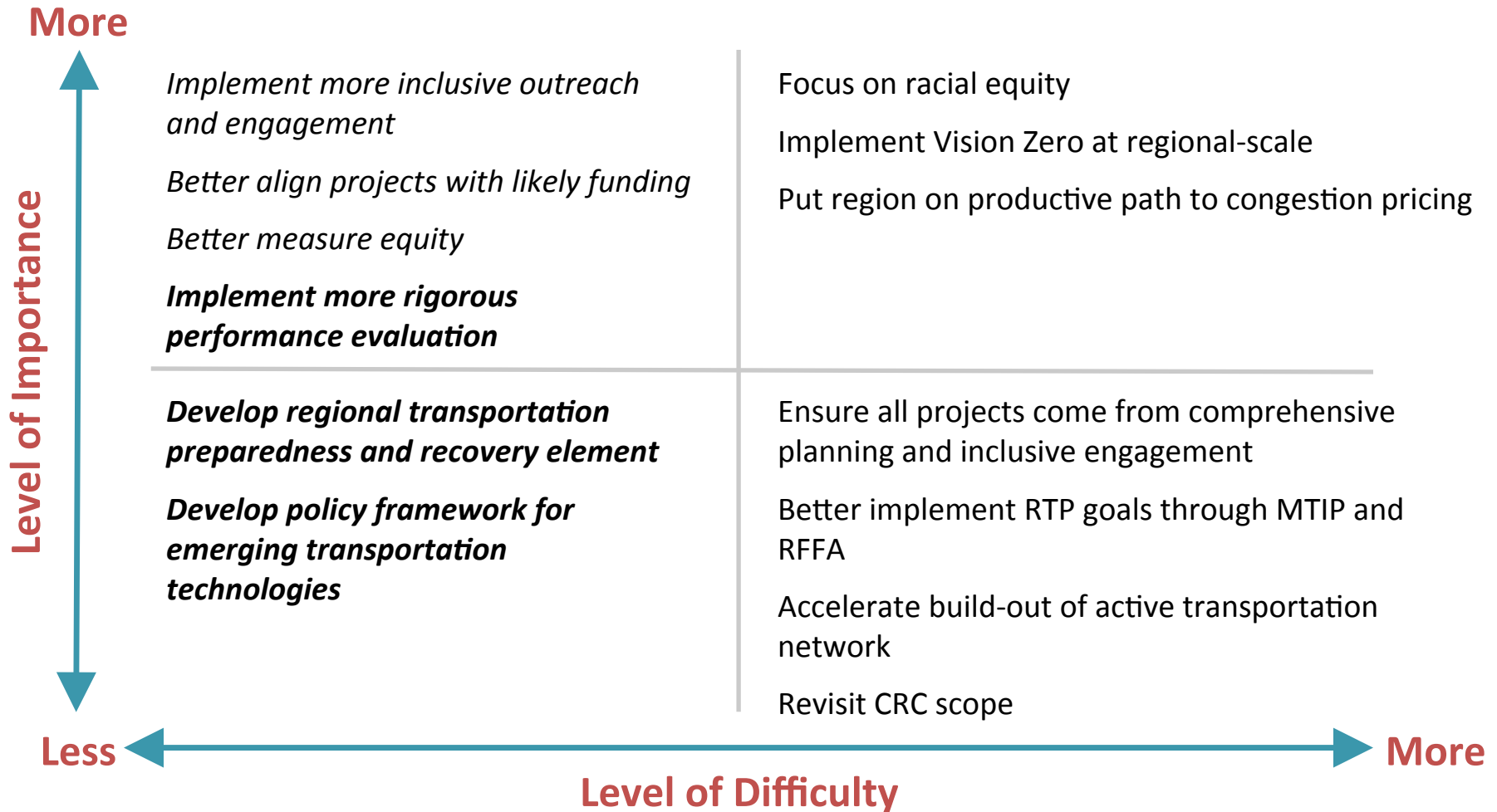
QUESTIONS FOR COUNCIL CONSIDERATION

- What are the Council's top policy priorities for the 2018 RTP?
- How would the Council like staff to move forward with addressing the policy priorities?
- What are the best ways to align staff and Council work on next steps?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- What other materials are you presenting today?
 - *Assessing Policy Priorities for 2018 RTP – discussion draft*
 - *2018 RTP Call for Projects (Sept. 11, 2017)*
 - *Projects delivered since 2014 (Sept. 12, 2017)*
 - *Timeline | 2018 Regional Transportation Plan (Sept. 12, 2017)*

Assessing Policy Priorities for 2018 RTP



Existing Council policy priorities for 2018 RTP are shown in italics. **Bolded italics** indicates need for continued diligence and effort.

2018 Regional Transportation Plan Call for Projects

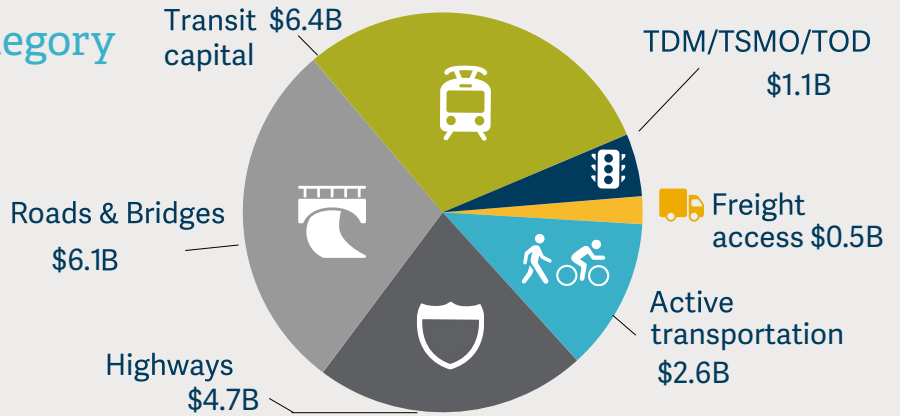


The call for projects is a step in determining the region's priority projects to achieve our vision and goals for the regional transportation system by 2040. The 1,063 projects submitted by Metro and its regional partners will undergo evaluation through fall of 2017.

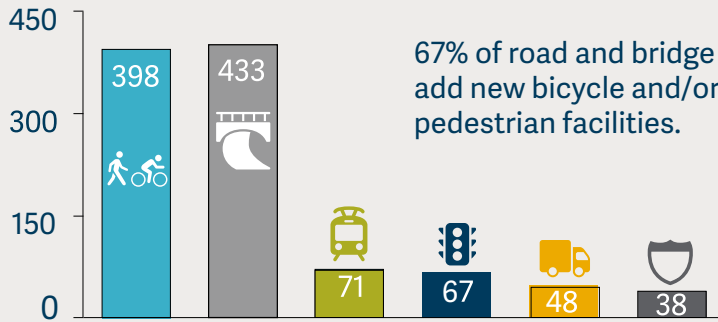
Cost by investment category in billions, 2016 dollars

Summary of all capital projects submitted for evaluation and public review. *Road and transit operations and maintenance costs to be added.*

Total: \$21.4 billion



Projects by investment category



67% of road and bridge projects add new bicycle and/or pedestrian facilities.

25% of all projects are safety projects

80 projects are regional trails

Capital investments



Project status

All projects come from plans or studies adopted through a public process.

Category	Number	% of Total
Carried forward from 2014	783	74
New to RTP in 2018	280	26
Total	1063	100

Of the **1256** projects listed in the 2014 RTP, **132** have been built or will be completed by 2019 for a total of **\$3.15 Billion** invested in the greater Portland region.

Nearly \$3 billion invested in Regional Transportation Plan projects from 2014 - 2019

These projects were funded through a combination of private development, and local, state and federal funds.

For more information visit oregonmetro.gov/rtp.



City of Portland Highlights

- I-5/Delta Park Interchange 2015
- Killingsworth Street Improvements 2015
- Portland Bike Share 2016

Washington County Highlights

- OR 217 Intelligent Transportation System 2014
- Westside to Waterhouse Trail connection 2016
- US 26/Shute Road Interchange 2016

Multnomah County Highlights

- I-84/Troutdale Interchange 2015
- Sellwood Bridge Replacement 2017
- Wood Village Boulevard Extension 2014

Clackamas County Highlights

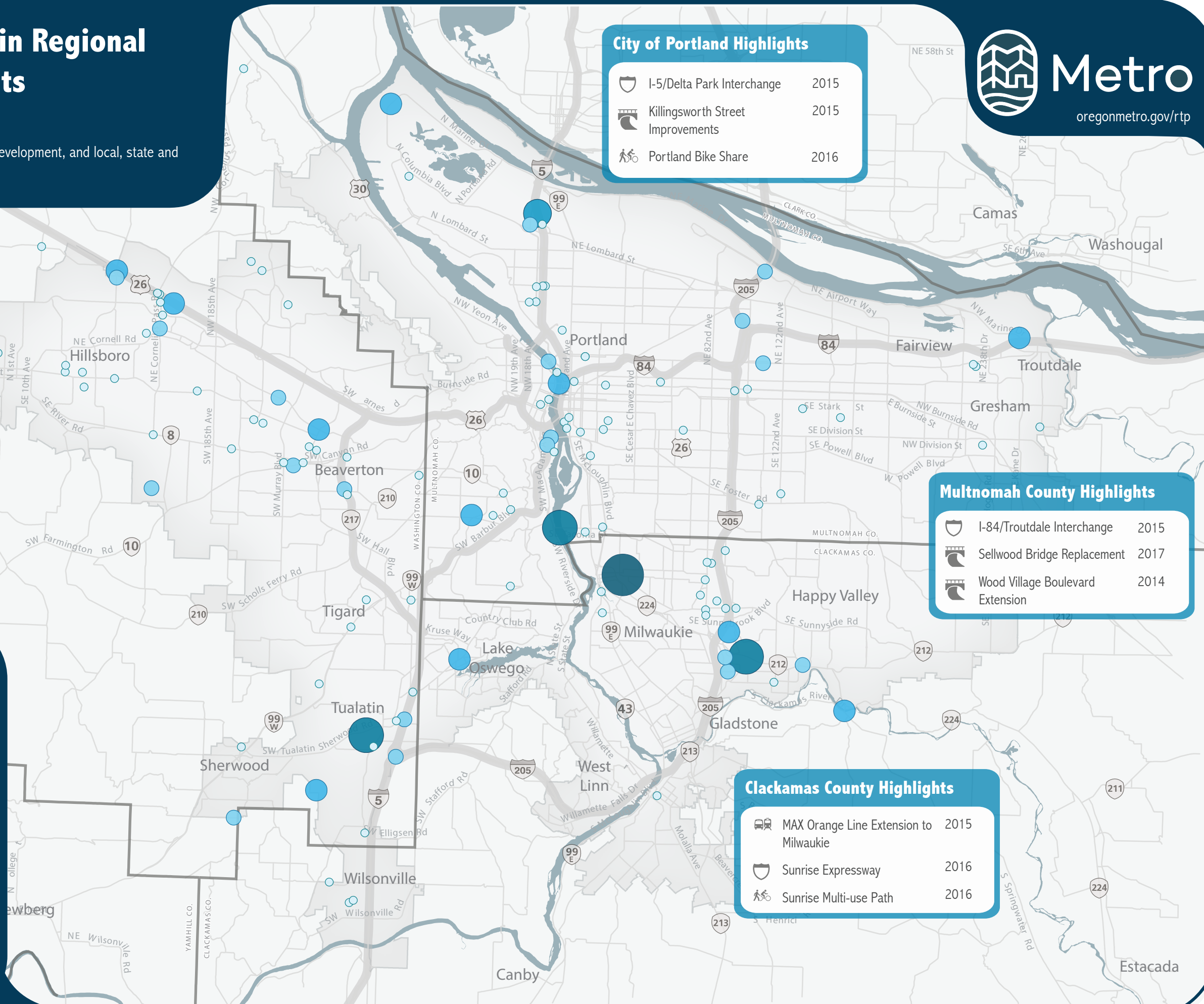
- MAX Orange Line Extension to Milwaukie 2015
- Sunrise Expressway 2016
- Sunrise Multi-use Path 2016

Completed 2014 RTP Projects

Estimated cost (2016 dollars)

- less than \$10 million 98 projects
- \$10,000,001 - \$25,000,000 18 projects
- \$25,000,001 - \$50,000,000 11 projects
- \$50,000,001 - \$100,000,000 1 project
- \$100,000,001 - \$1,000,000,000 3 projects
- greater than \$1 billion 1 project

Total projects 132



Timeline | 2018 Regional Transportation Plan



Key

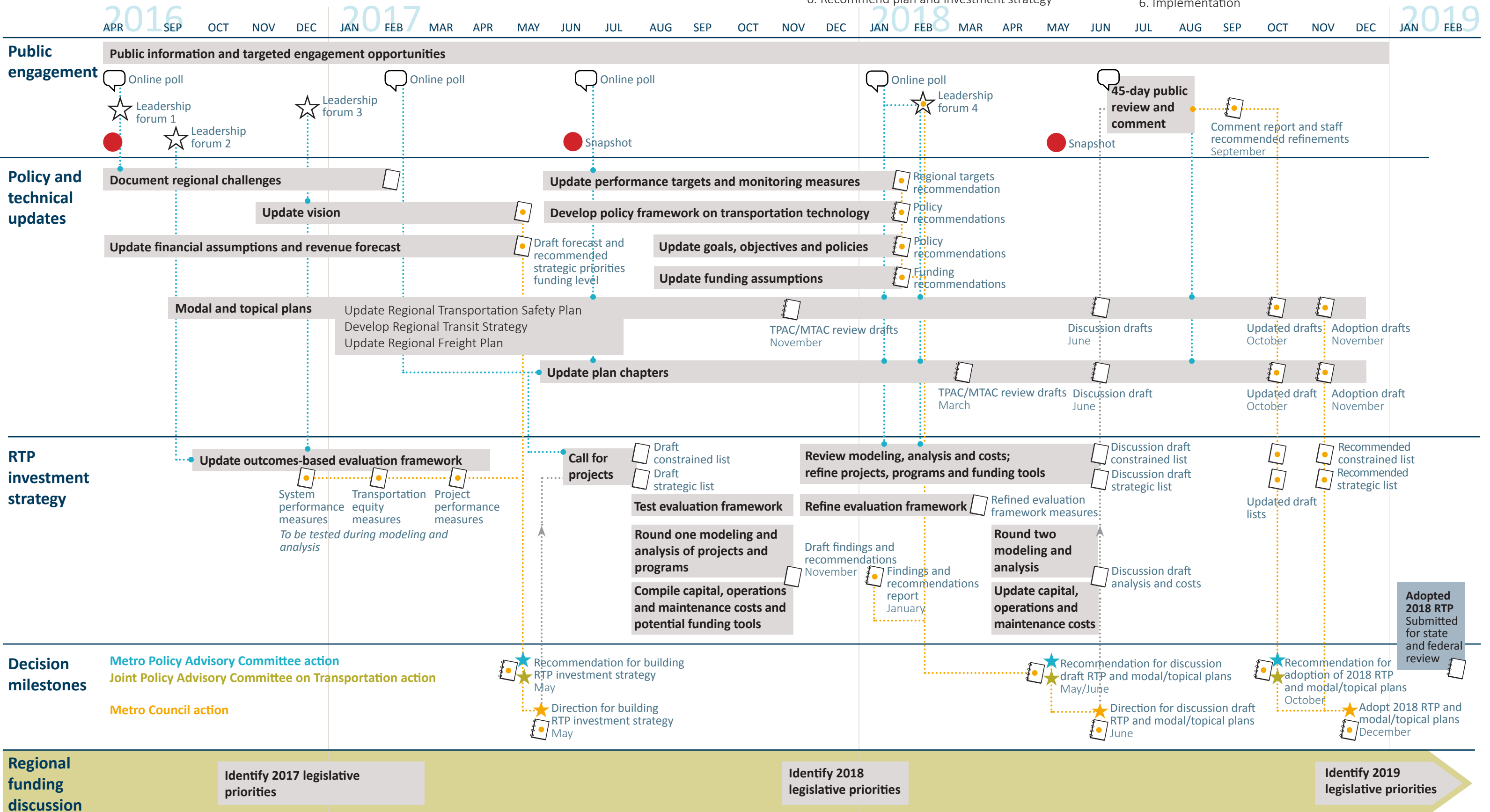
- Materials to support decision-making
- Public engagement incorporated and addressed
- Metro Council direction incorporated

Key Steps in Process

1. Update vision
2. Update revenue forecast and determine funding level
3. Conduct call for projects
4. Update goals, objectives and policies
5. Assess performance and refine investment priorities
6. Recommend plan and investment strategy

2018 RTP Chapters

1. Regional challenges
2. Vision, goals and policies
3. Funding
4. Investment priorities
5. Performance
6. Implementation



Materials following this page were distributed at the meeting.

Sept. 25, 2017

Metro Council Members
600 NE Grand Ave.
Portland, Oregon 97232

Dear Council President Hughes and Metro Councilors,

On behalf of the members of the Metro Committee on Racial Equity ("CORE"), it is our privilege to write to you to express the Committee's strong support for including racial equity as a policy priority area for the 2018 Regional Transportation Plan ("RTP") update. At the Sept. 21 CORE meeting, the Committee members learned about a community initiative to urge Metro Council to make racial equity a priority for the upcoming RTP update. CORE members shared stories about how communities of color face a number of barriers that prevent them from having a safe and reliable transportation system, and decided to ask us, the CORE Co-Chairs, to send this letter of support for that request to you.

There is abundant research that shows that people of color experience racial disparities when it comes to meeting their transportation needs, and transportation disparities are in turn related to disparities in housing and access to jobs and prosperity. In the Portland metropolitan region, people of color are being displaced from their inner-city neighborhoods where better transportation options exist, and being pushed into suburban neighborhoods where, though housing is cheaper, transportation systems are generally less reliable and safe. This, in turn, compounds the barriers that people of color face to access schools, jobs, parks and recreational, places of worship and other destinations.

Despite our collective best efforts, people of color continue to experience significant disparities in how they access and benefit from our transportation system. Among the stories shared by CORE members at the Sept. 21 meeting about the challenges and disparities that people of color in the region face regarding transportation, two stand out: the story of elders of color who have been killed trying to cross busy streets in east Portland, and the story of undocumented farm workers who are not allowed to have driver's licenses and have to rely on transit to move around the region. The lack of better access to transportation and housing disproportionately impacts the ability of transit-dependent communities, especially people of color, to access economic opportunity and greater prosperity.

For these reasons, it is imperative that the Metro Council and staff commit to making racial equity a leading policy priority in the 2018 RTP update. Making racial equity a policy priority means that the specific needs of the most vulnerable residents of the region are given the consideration and attention that they deserve. By taking steps to explicitly address the needs and barriers that affect communities of color, the 2018 RTP will also ensure that the needs and barriers that affect other historically marginalized communities, such as people with disabilities, people with low incomes, youth, and the elderly, are also addressed.

Advancing racial equity through the RTP will ensure that everyone has a safer and more reliable transportation system in the region. Take the example of the lack of basic infrastructure (sidewalks, crosswalks or bike lanes) in the neighborhoods that have a higher concentration of people of color, such as many areas of suburban and rural Clackamas, Multnomah and Washington counties. Prioritizing racial equity will mean addressing first the transportation needs of the neighborhoods where people of color currently live. And those improvements will be enjoyed by all the residents of those neighborhoods, thus contributing to a safer and more reliable transportation system in the region.

The CORE was created by Metro Council to advise you and Metro staff on racial equity issues. The RTP is a major regional effort that has direct and profound impact on the lives of all residents of the region. Making racial equity a policy priority in the 2018 RTP update will mean that Metro and its regional partners will work to improve equitable outcomes for the communities that are suffering the biggest disparities. And by doing so, we will serve everyone more effectively and improve outcomes for all.

On behalf of the CORE, we urge you to support making racial equity a priority for the 2018 RTP update.

Thank you for your consideration.

Sincerely,

María Caballero-Rubio
CORE Co-Chair

Sharon Gary-Smith
CORE Co-Chair



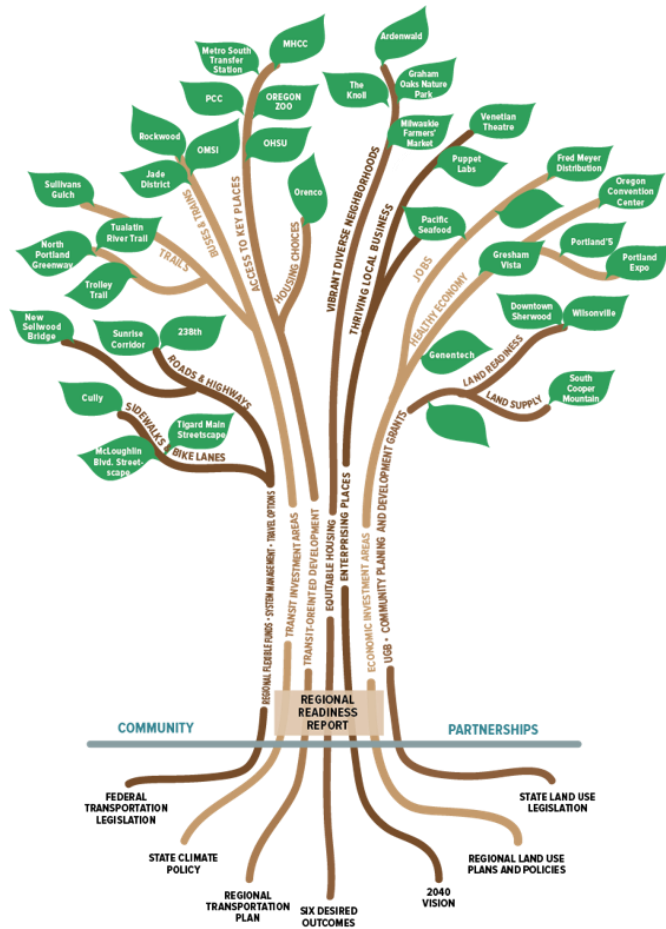
Metro



2018 Regional Transportation Plan

Council Work Session | September 26, 2017

Goals for Council Work Session



Provide update on how previous Council direction is being implemented so far

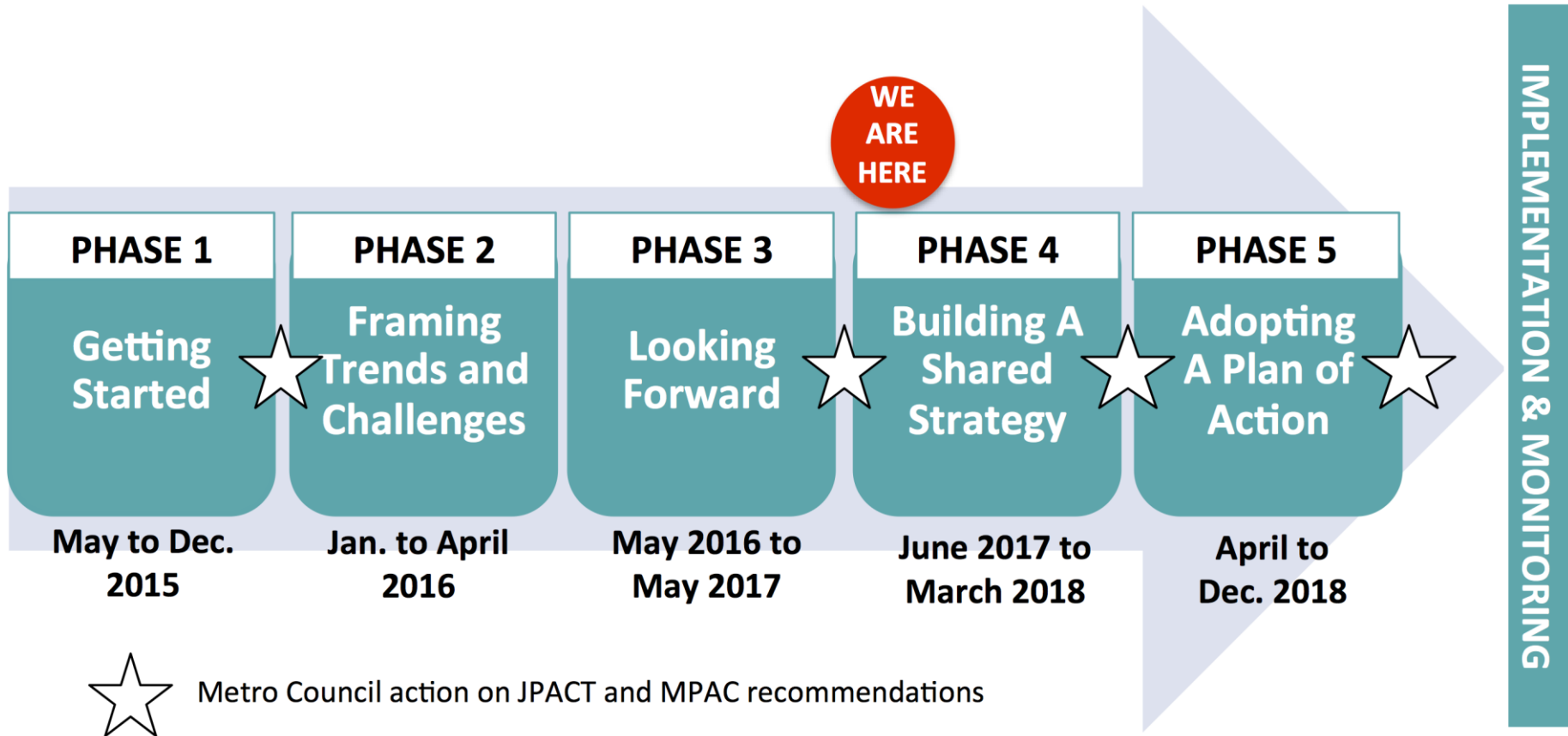
Seek clear Council direction to staff on highest RTP policy priorities and outcomes

Understand what each policy priority means within the RTP and the technical and political actions it requires

Ensure Council actions and staff actions are aligned to accomplish policy priorities

Set a clear path toward RTP adoption process

RTP timeline



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

Fiscal stewardship

Accountability

RTP Goals (first adopted in 2010, amended in 2014, and put forward for 2018)

Call for projects completed in August

More than \$3 billion invested since 2014

Agencies used on-line RTP project hub to submit \$21.5 billion in updated project priorities that address safety, congestion, access and other needs

On-line interactive map of proposed projects launching soon



Evaluation underway using updated framework

New and existing measures assess how draft investment strategy aligns with RTP goals:

- System-level evaluation
(all projects)
- Transportation equity analysis*
(all projects)
- Pilot project-level evaluation
(small number of projects)

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



2018 RTP development

Key elements going forward

Ongoing public involvement and engagement

Jan. – Feb. 2018

Technical and Policy Findings
Draft financial plan
Public comment opportunity

March-June 2018

Finalize financial plan
Finalize projects
Produce draft RTP

Dec. 2018

Council
action on
Final RTP

Sept. – Dec. 2017

System evaluation
Policy review

Feb. 2018

Regional Leadership
Forum #4

June – Dec. 2018

Public review and
adoption process

Development of related regional strategies, including Safety Strategy, Transit Strategy, Freight Strategy, Technology; other Plan elements

Consistent with adopted 2018 RTP work plan and public participation plan

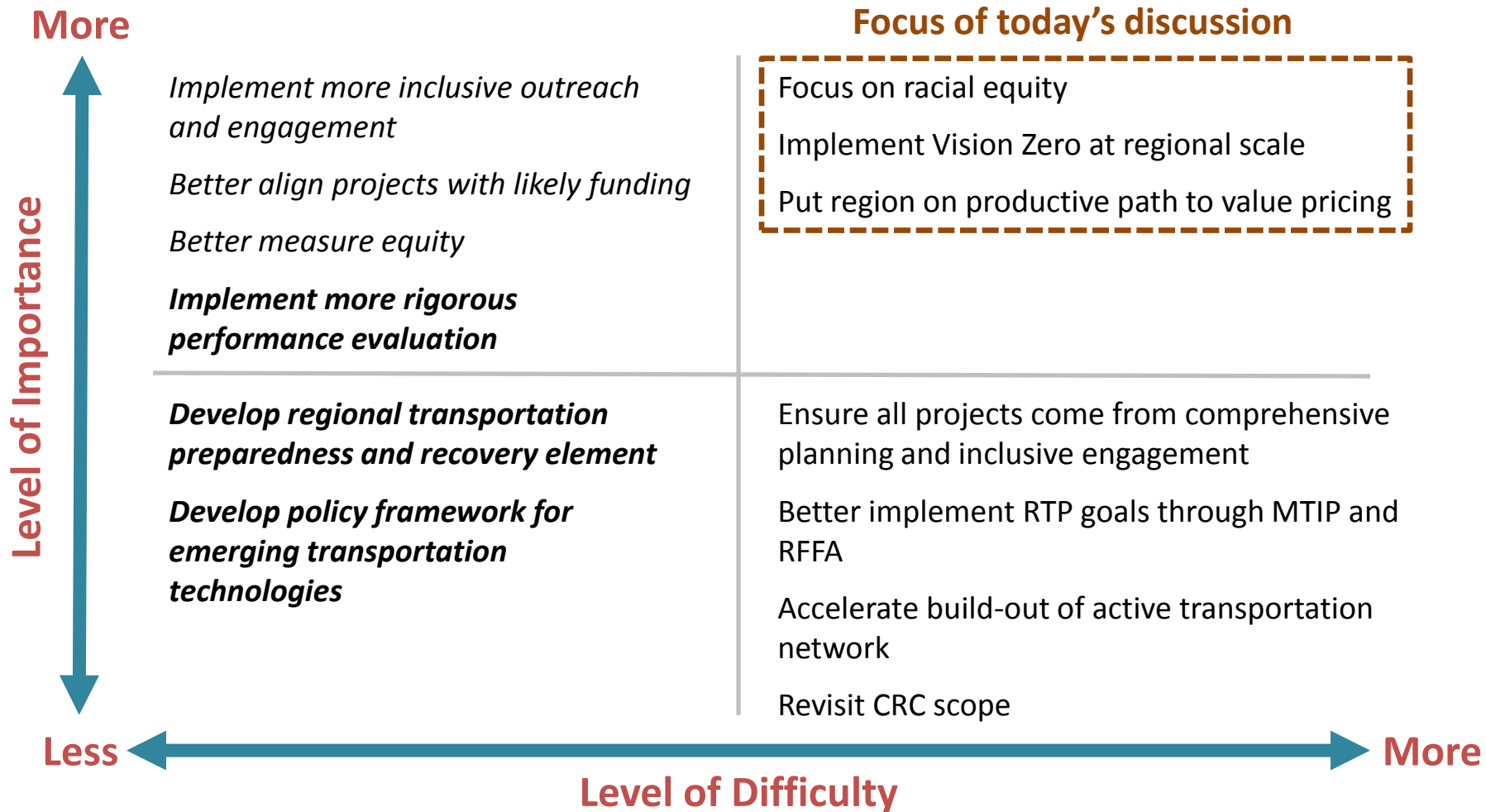
How far are we going?

Thinking ahead to upcoming regional policy discussions and decisions...

What are the Council's top policy priorities for the 2018 RTP?



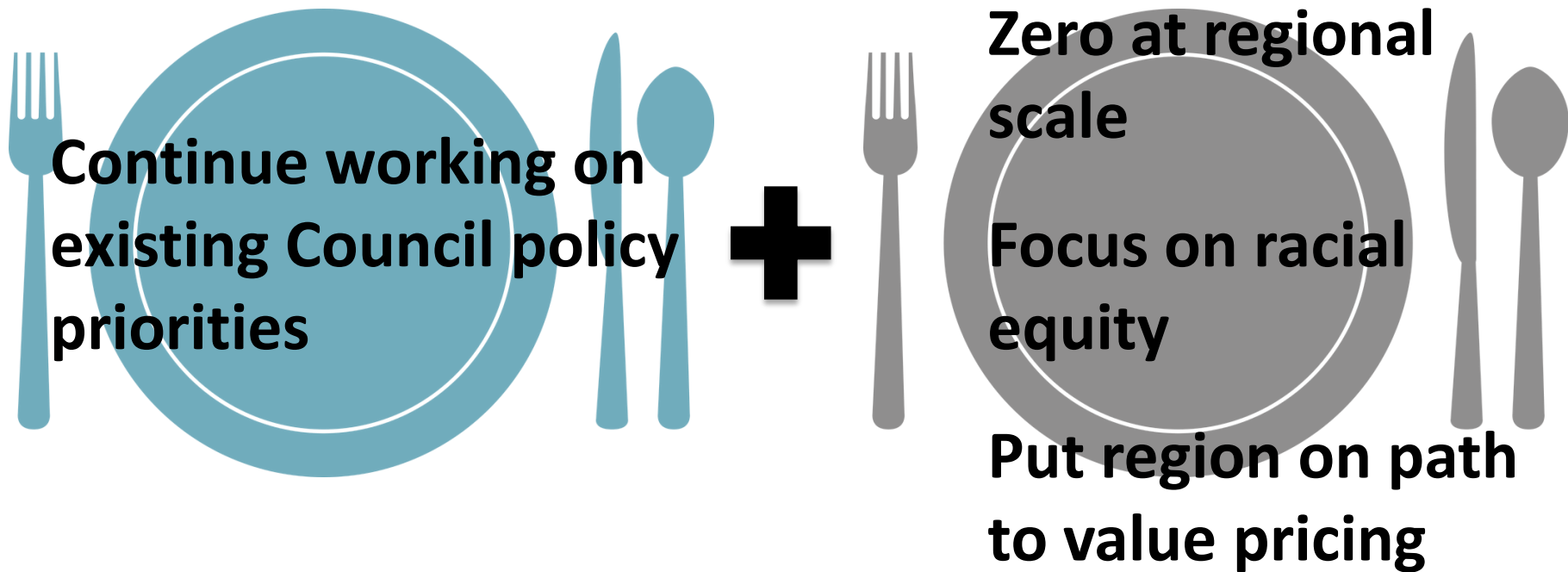
Assessing Policy Priorities for 2018 RTP



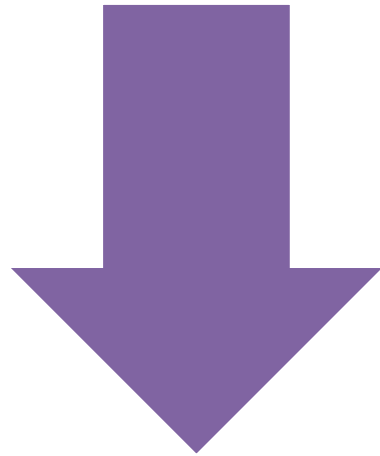
Existing Council policy priorities for 2018 RTP are shown in italics.

Italicized indicates need for continued diligence and effort.

Staff recommendation



We are in this together

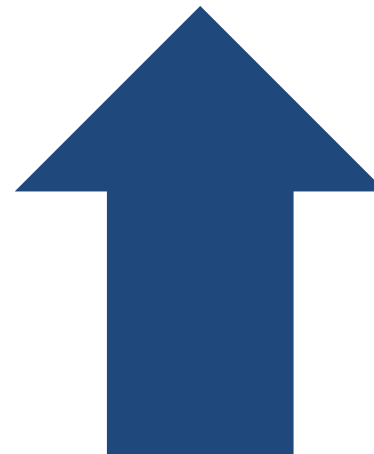


Council Role:
Articulate,
Communicate,
Cultivate,
Defend



**Build
coalitions
with
stakeholders**

Staff Role:
Identify,
Analyze,
Coordinate,
Recommend



What implementing Vision Zero could look like in the RTP

Provide policy direction to eliminate fatalities and serious injuries by 2035

Conduct meaningful engagement with all transportation users and providers

Measure and track progress on eliminating fatalities and serious injuries

Prioritize transportation investments to eliminate fatalities and serious injuries

Vision Zero: Policy direction

Post RTP

Set strategic direction for funding and implementation of Vision Zero approach

Measure how RTP policies, projects, programs and investment strategies address safety, public health and equity under Vision Zero

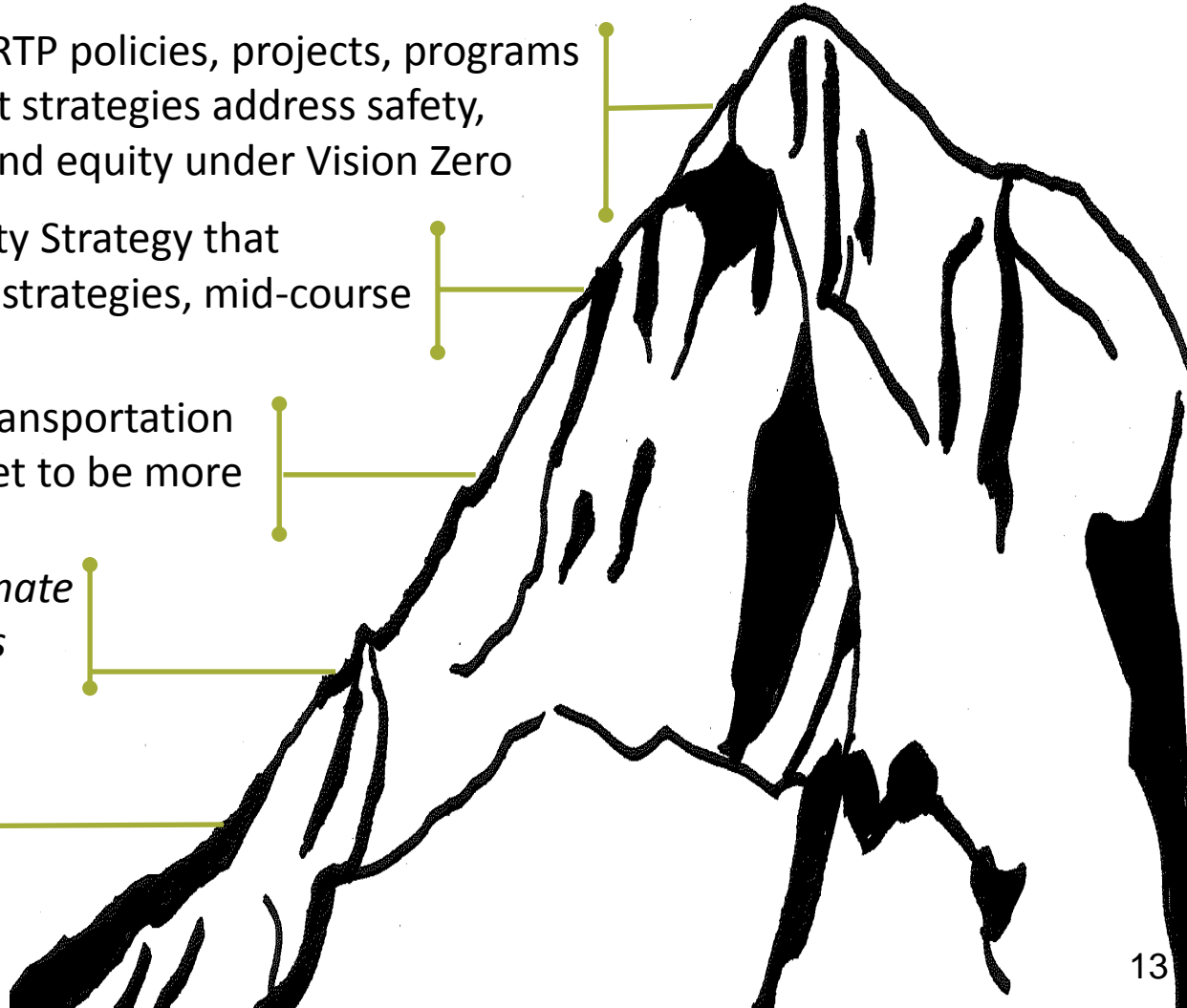
Adopt Regional Safety Strategy that includes Vision Zero strategies, mid-course targets, and actions

Revise regional active transportation system completion target to be more ambitious

Revise safety target to eliminate fatalities and serious injuries

Profile safety trends in the region in the RTP existing conditions and State of Safety Report*

*Federal requirement



Vision Zero: Engagement

Post RTP

Increase resources for expanded engagement strategies around Vision Zero

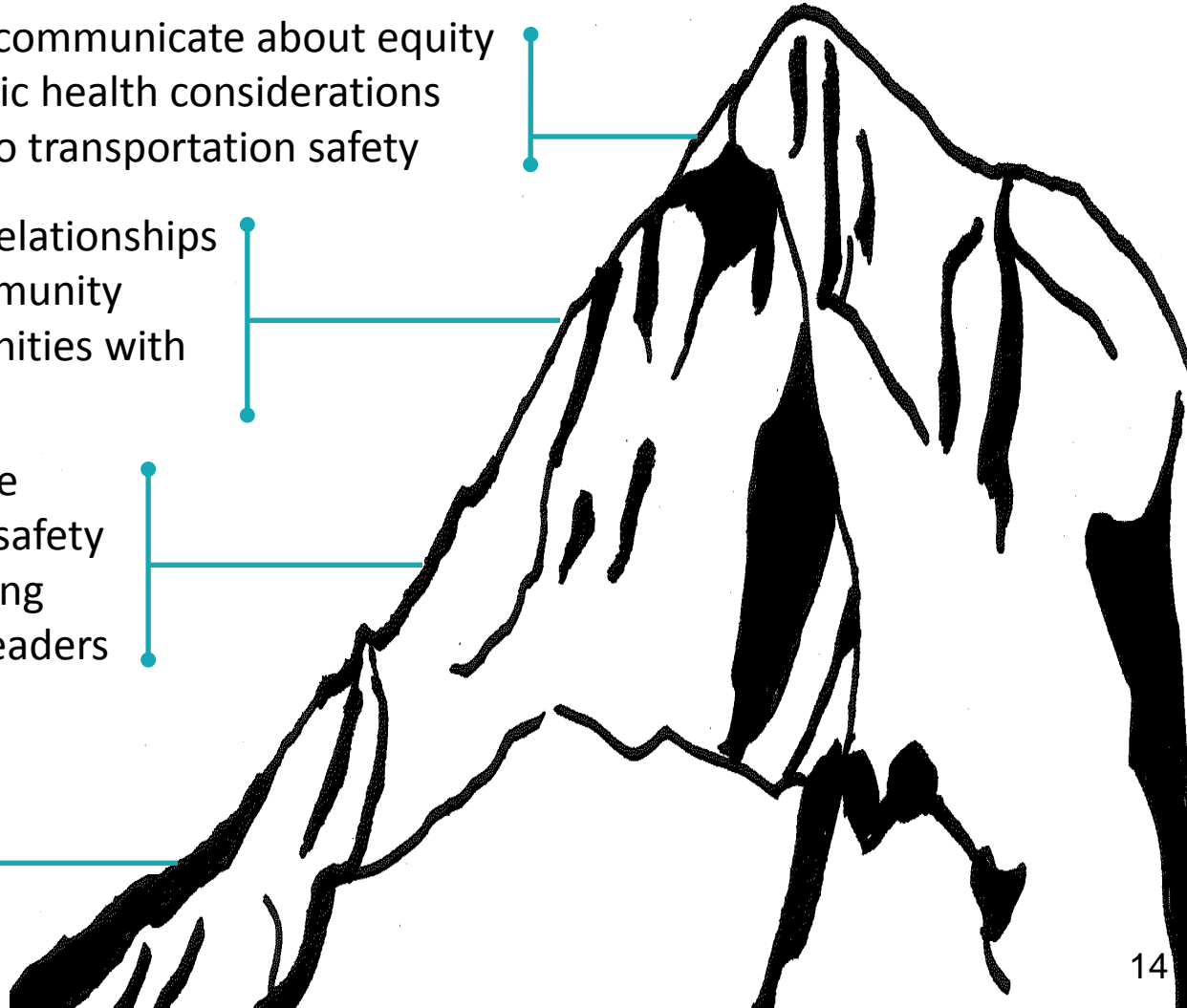
Actively communicate about equity and public health considerations related to transportation safety

Continue building relationships and trust with community partners in communities with high crash rates

Build understanding of the importance of ambitious safety target and strategies among elected and community leaders

*Conduct general engagement that includes safety and health advocates and historically marginalized communities**

*Federal requirement



Vision Zero: Prioritization

Post RTP

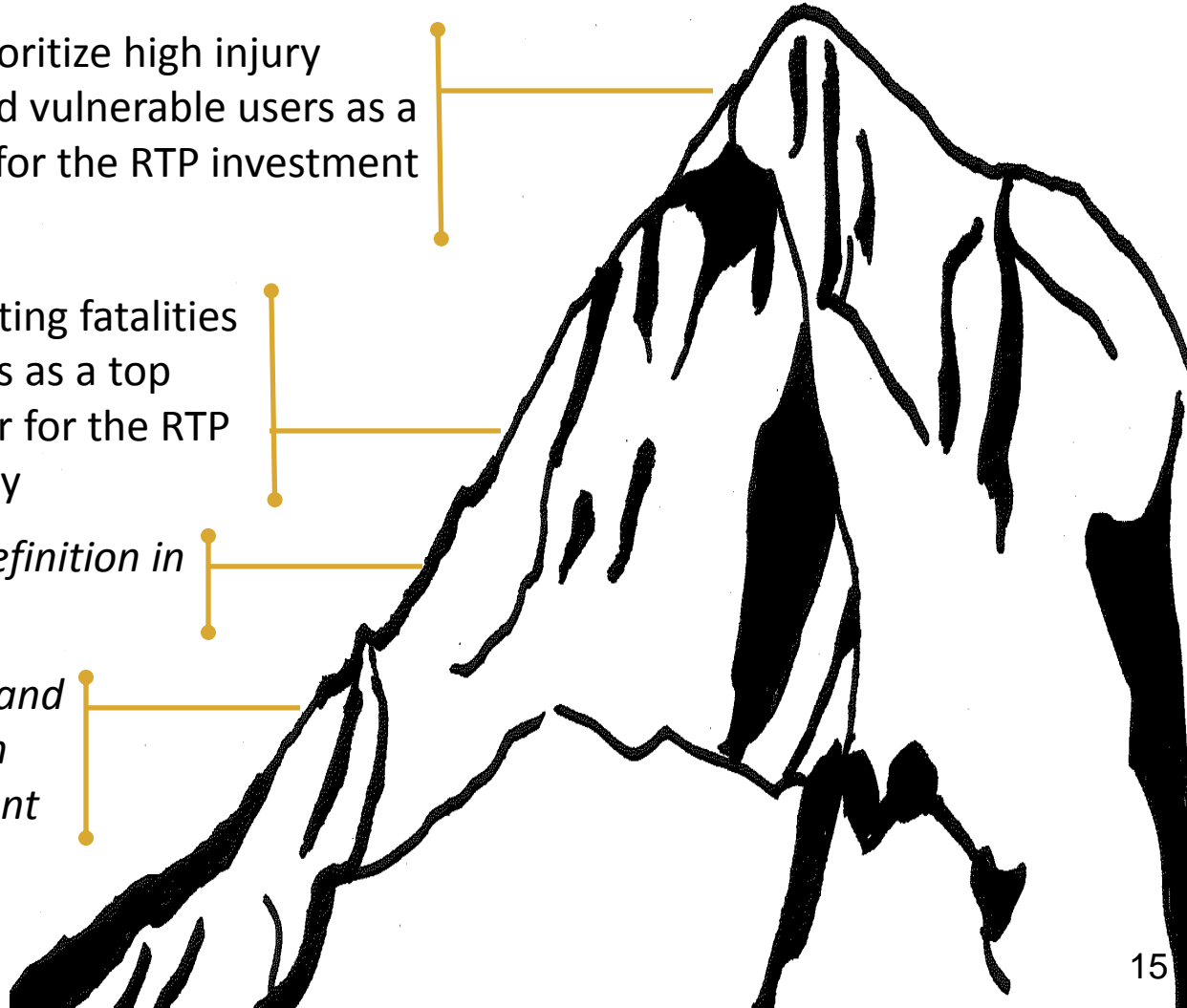
Prioritize MPO resources and transportation investments to eliminate fatalities & serious injuries

Explicitly prioritize high injury corridors and vulnerable users as a top priority for the RTP investment strategy

Commit to eliminating fatalities and serious injuries as a top prioritization factor for the RTP investment strategy

Agree on safety project definition in the RTP

Define gaps in infrastructure and high injury corridors to inform development of RTP investment strategy



Vision Zero: Accountability

Post RTP

Resource and build improved evaluation and data reporting tools

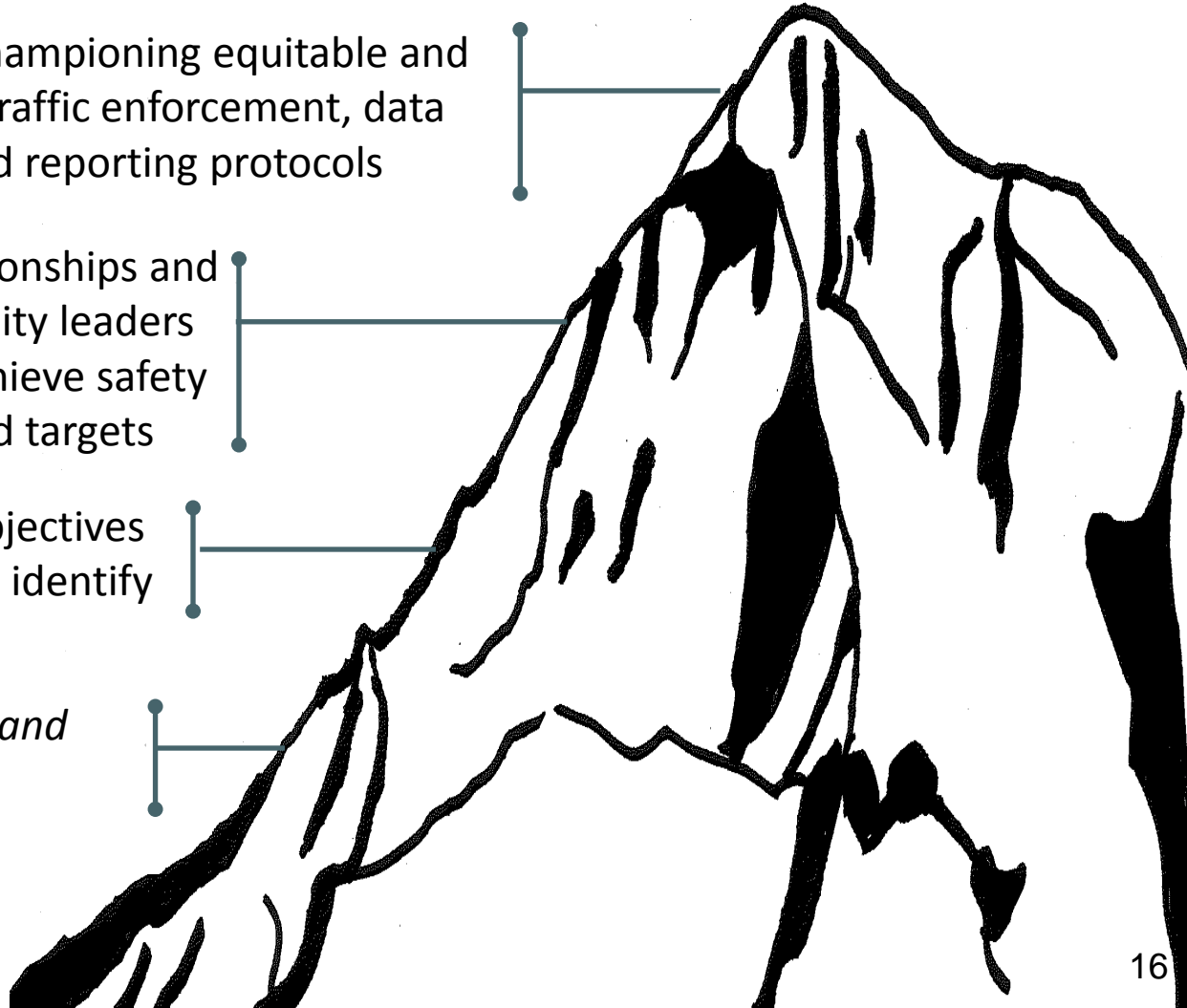
Commit to championing equitable and transparent traffic enforcement, data collection and reporting protocols

Further build relationships and trust with community leaders and partners to achieve safety goal, objectives and targets

Commit to RTP safety goal, objectives and performance targets, and identify reporting timelines

*Develop monitoring measures and performance targets for safety goal**

*Federal requirement



What a focus on racial equity could look like in the RTP

Provide policy direction to improve racial equity as strategy to improve equity for all

Conduct meaningful engagement with communities of color

Measure and track progress on improving transportation access and benefits for communities of color

Prioritize investments to improve racial equity as a tool to improve equity for all

Racial Equity: Policy direction

Post RTP

Set strategic direction for implementation and funding to reduce racial disparities

Focus RTP vision and goals on increasing racial equity as strategy to increase equity for all

Add objective(s) and performance target(s) to increase racial equity

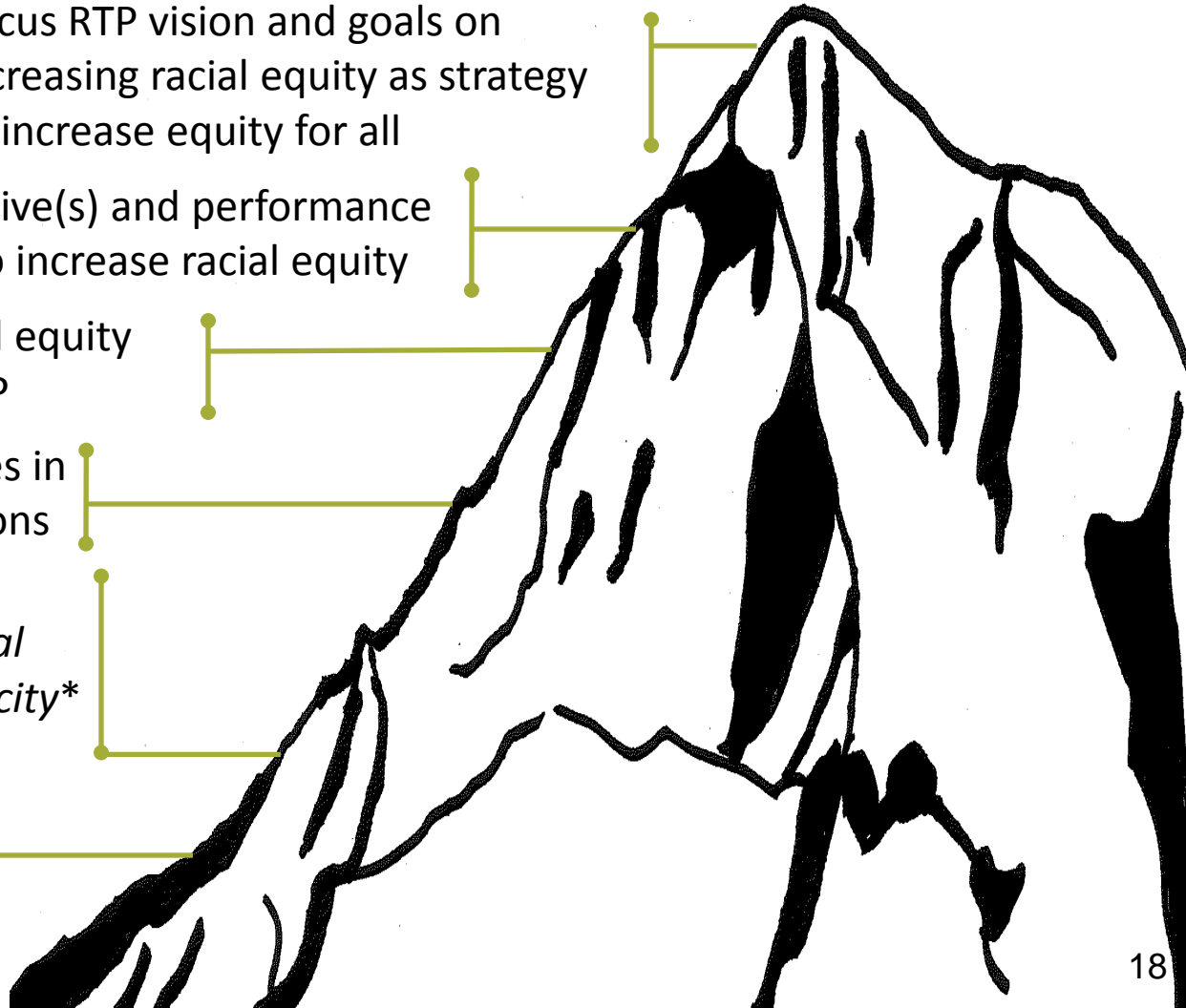
Include Metro racial equity definition in the RTP

Recognize racial disparities in the RTP's existing conditions

*Conduct assessment of RTP investments and report on racial disparities based on race/ethnicity**

*Profile the demographics (and historical shifts) in the region**

*Federal requirement



Racial Equity: Engagement

Post RTP

Increase resources for expanded engagement strategies for and partnerships with communities of color

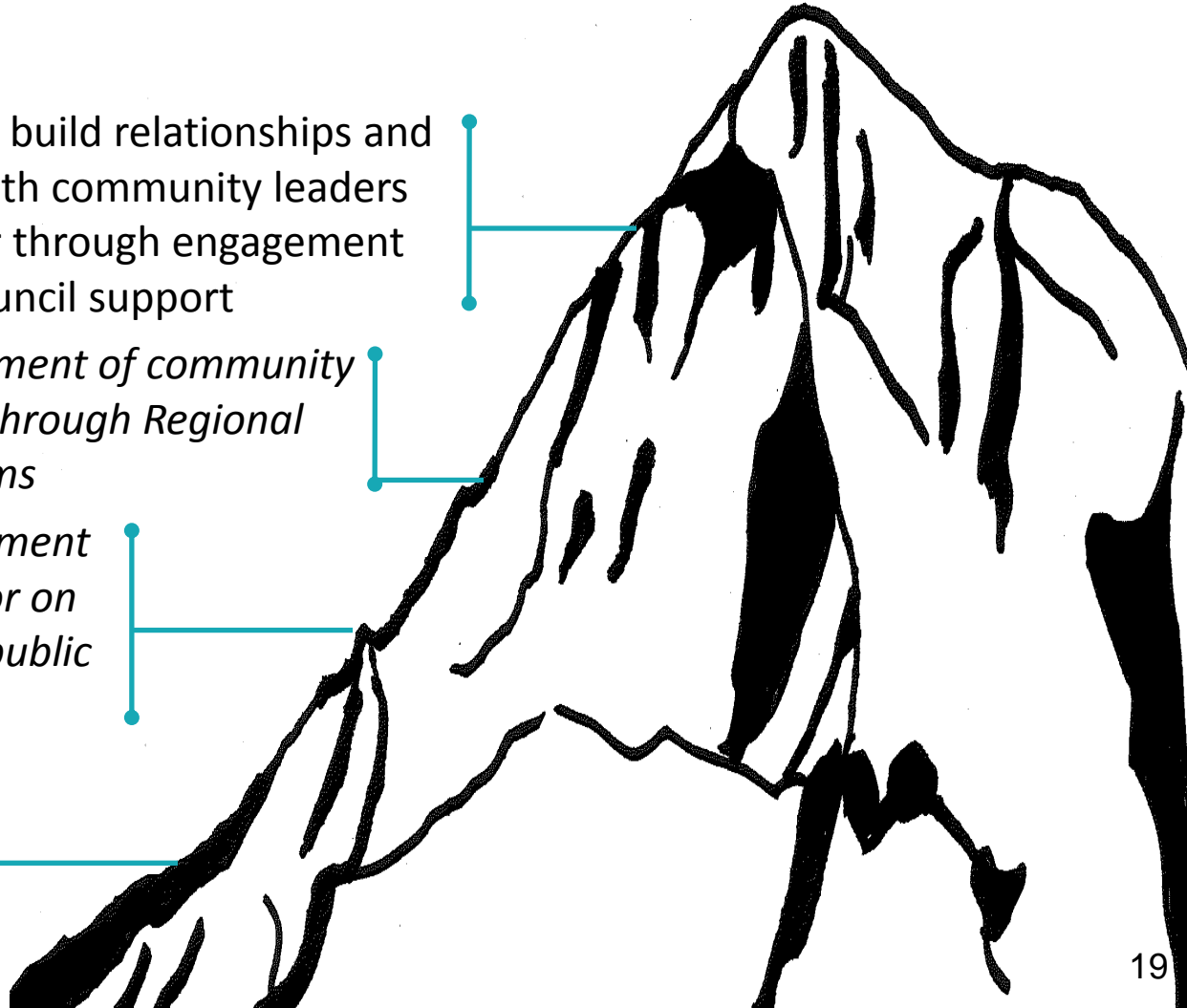
Further build relationships and trust with community leaders of color through engagement and Council support

Increase engagement of community leaders of color through Regional Leadership Forums

Conduct focused engagement with communities of color on the RTP during planned public comment opportunities

*Conduct general engagement that includes communities of color**

*Federal requirement



Racial Equity: Prioritization

Post RTP

Prioritize MPO
transportation investments
to reduce racial disparities

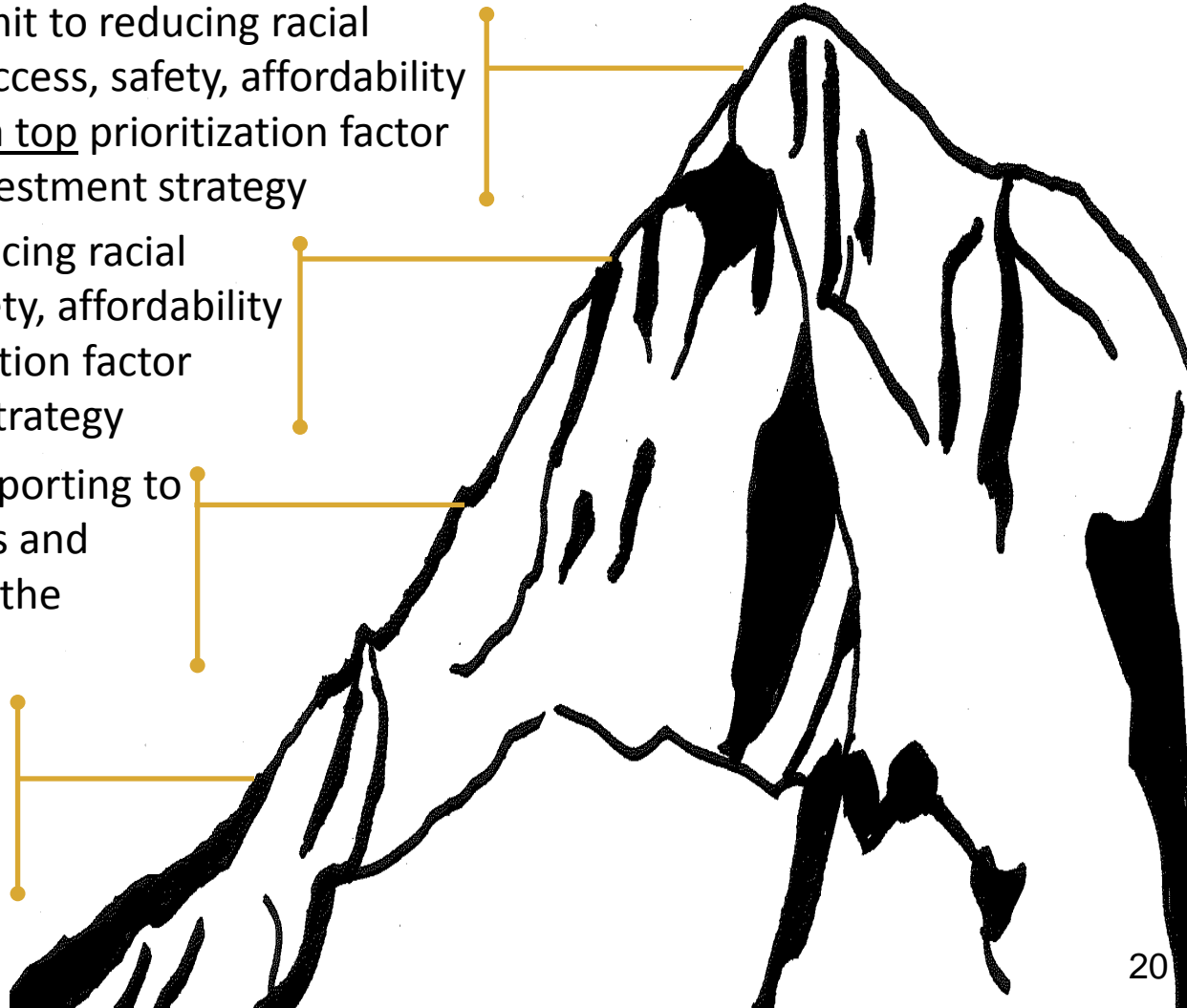
Explicitly commit to reducing racial disparities in access, safety, affordability and health as a top prioritization factor for the RTP investment strategy

Explicitly commit to reducing racial disparities in access, safety, affordability and health as a prioritization factor for the RTP investment strategy

Focus RTP equity analysis reporting to show racial equity outcomes and recommend refinements to the investment strategy

*Refine the RTP investment strategy to address any disproportionate burden or impact to communities of color**

*Federal requirement



Racial Equity: Accountability

Post RTP

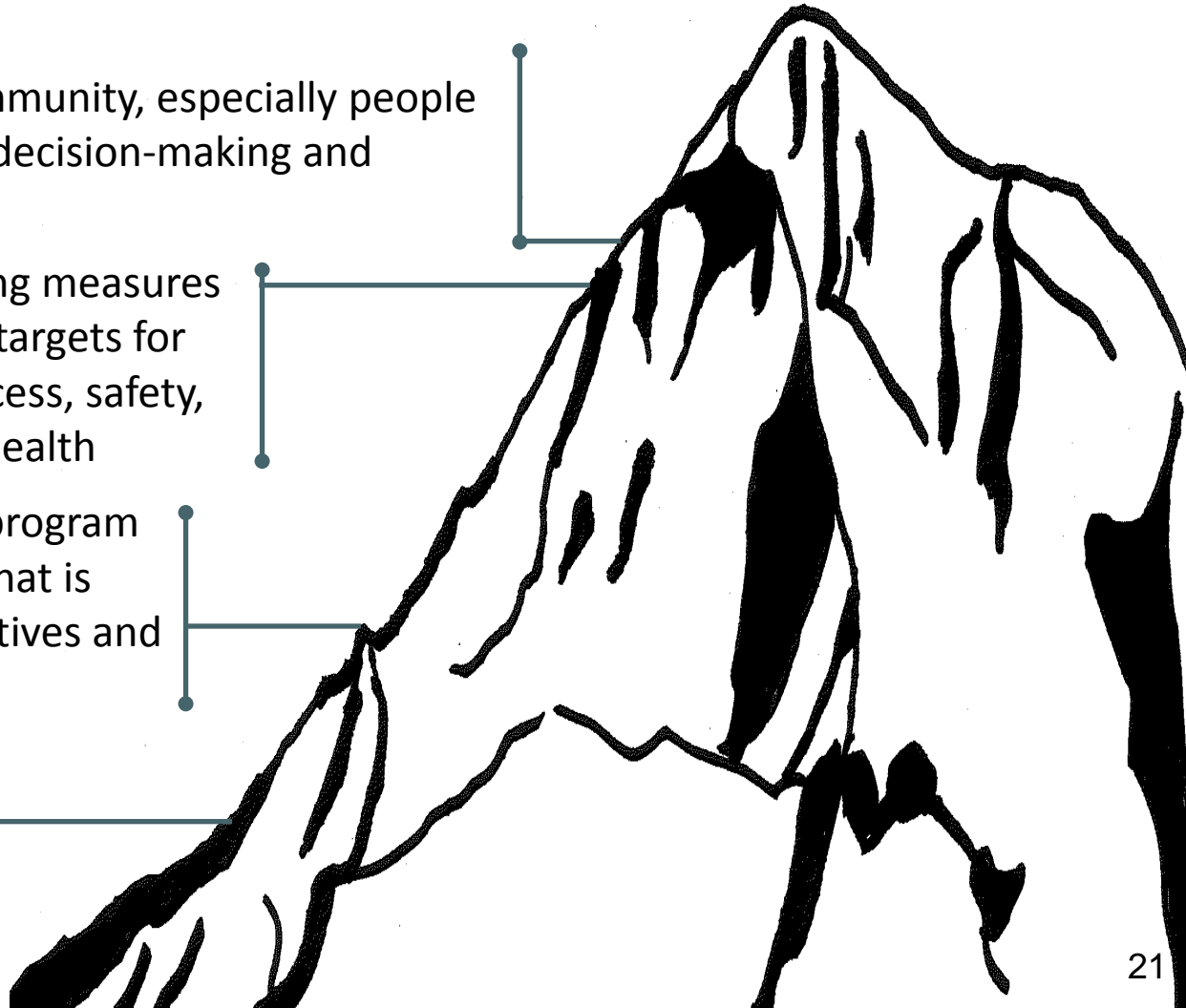
Resource and build a monitoring program and course adjustment protocol

Involve community, especially people of color, in decision-making and monitoring

Develop monitoring measures and performance targets for racial equity in access, safety, affordability and health

Commit to a monitoring program focused on racial equity that is linked to RTP goals, objectives and performance targets

Commit to monitoring market-based involuntary displacement with a focus on impacts by race



What a path toward value pricing could look like in the RTP

Strengthen existing policy to evaluate value pricing before adding capacity

Conduct meaningful engagement with state, regional, bi-state partners and community groups on value pricing

Improve congestion data collection, monitoring and reporting tools and identify information needed to build a pricing program

Identify regional corridors that are not expected to meet mobility policy in the future

Value Pricing: Policy direction

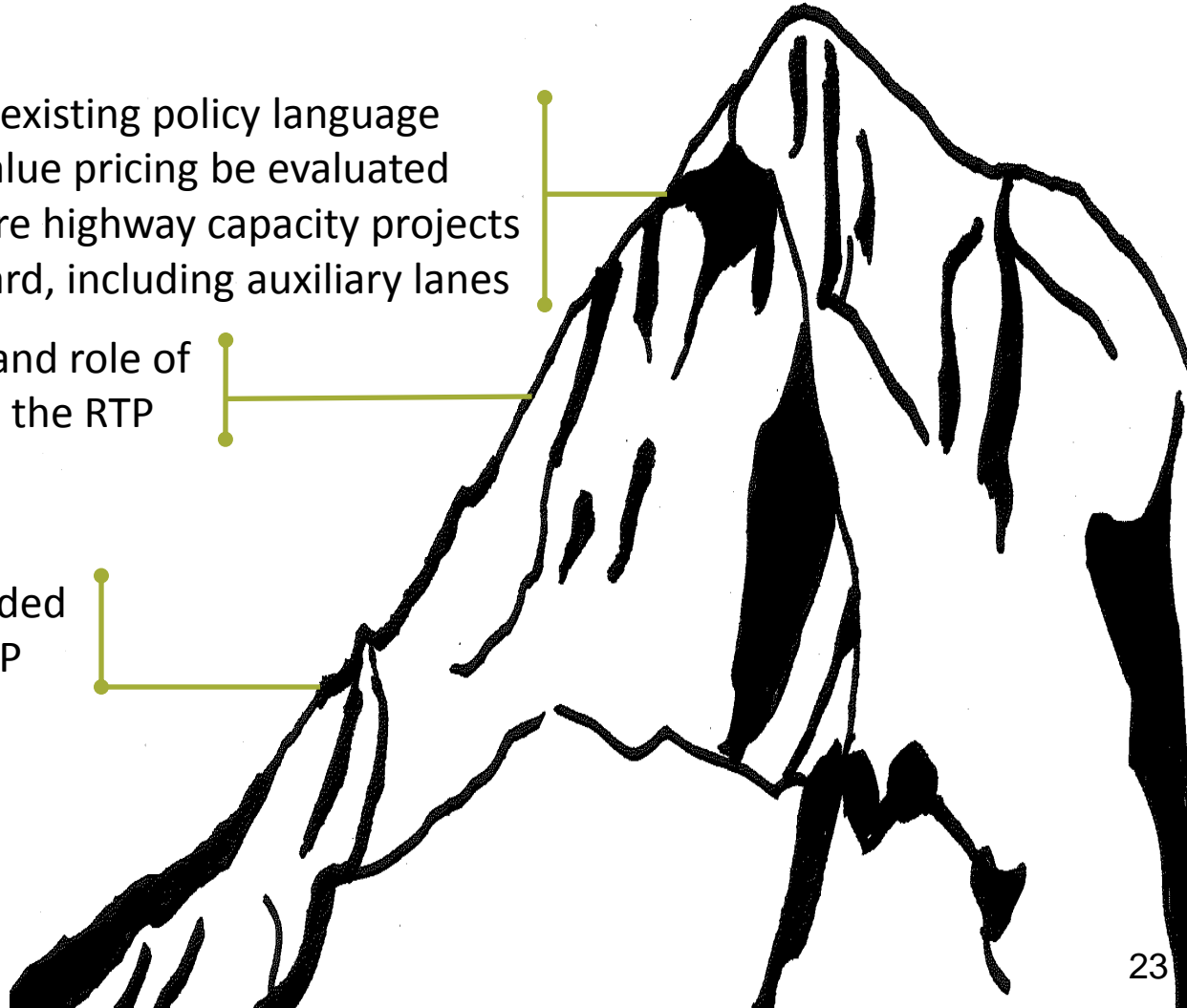
Post RTP

Partner with ODOT to comprehensively plan for the region's throughway network investments

Strengthen existing policy language requiring value pricing be evaluated before future highway capacity projects move forward, including auxiliary lanes

Define purpose and role of auxiliary lanes in the RTP

Describe preparation needed for value pricing in the RTP



Value Pricing: Engagement

Post RTP

Partner with ODOT to engage the public in strategy development for throughway network investments

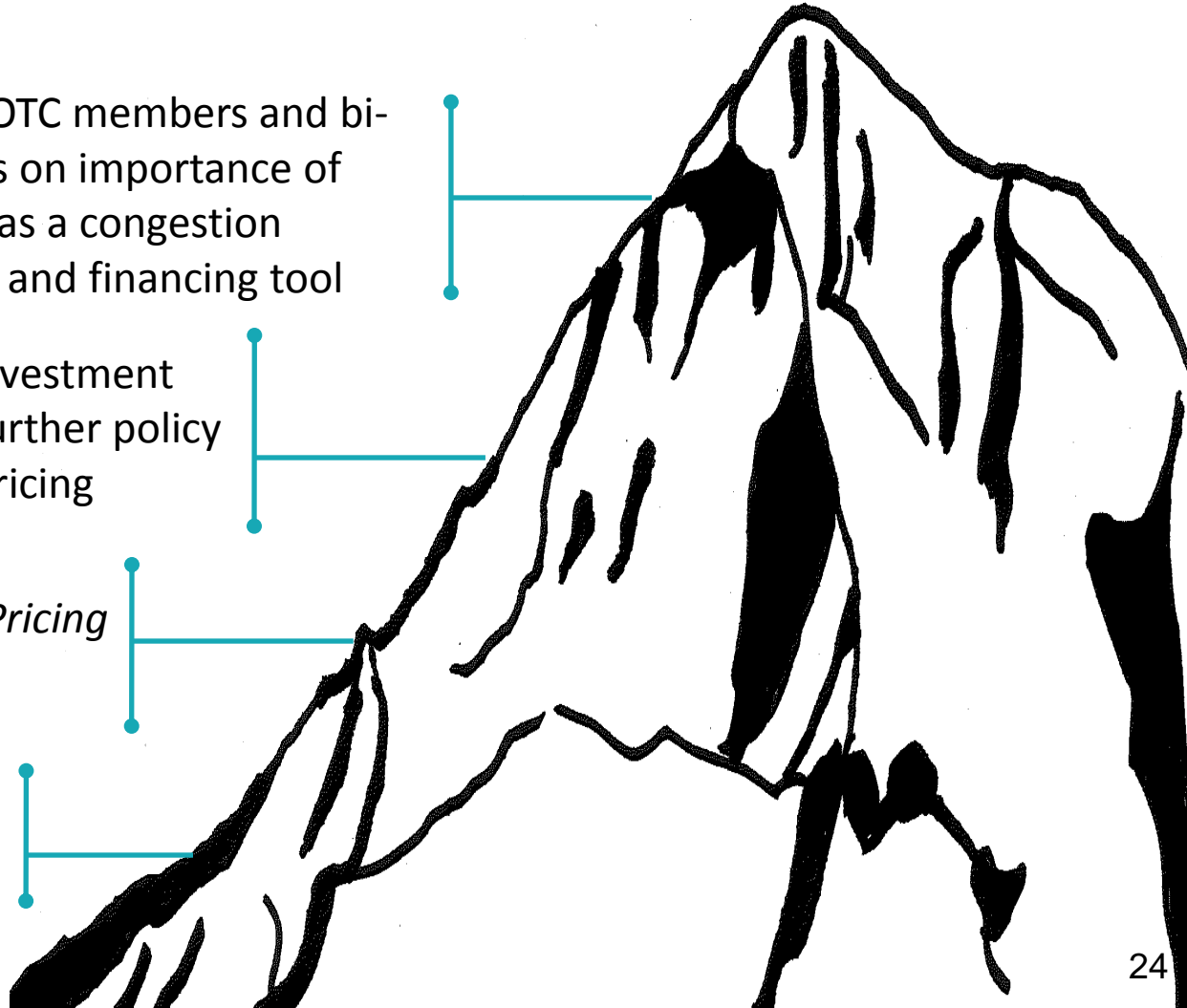
Engage with OTC members and bi-state partners on importance of value pricing as a congestion management and financing tool

Develop Bi-State Investment Areas to develop further policy choices for value pricing

Participate in ODOT Value Pricing Policy Advisory Committee

*Conduct general engagement that includes regional, state and bi-state partners**

*Federal requirement



Value Pricing: Prioritization

Post RTP

Prioritize and resource
corridor refinement planning
activities

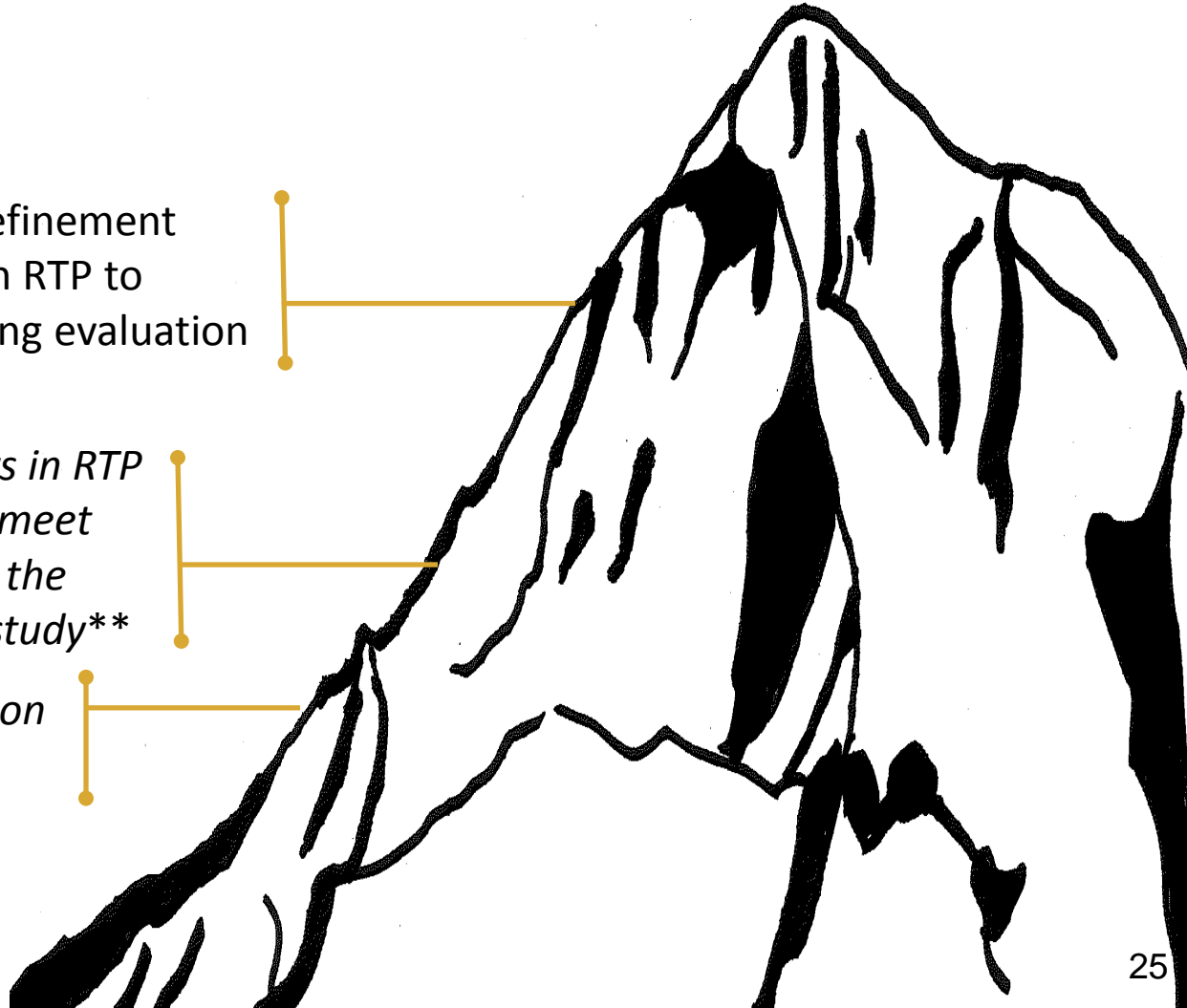
Update corridor refinement
planning section in RTP to
require value pricing evaluation

*Identify regional corridors in RTP
that are not expected to meet
interim mobility policy in the
future and need further study***

*Map region's freeway congestion
bottlenecks in the RTP**

*Federal requirement

** State requirement



Value Pricing: Accountability

Post RTP

Resource improved, ongoing congestion data collection, monitoring and reporting tools

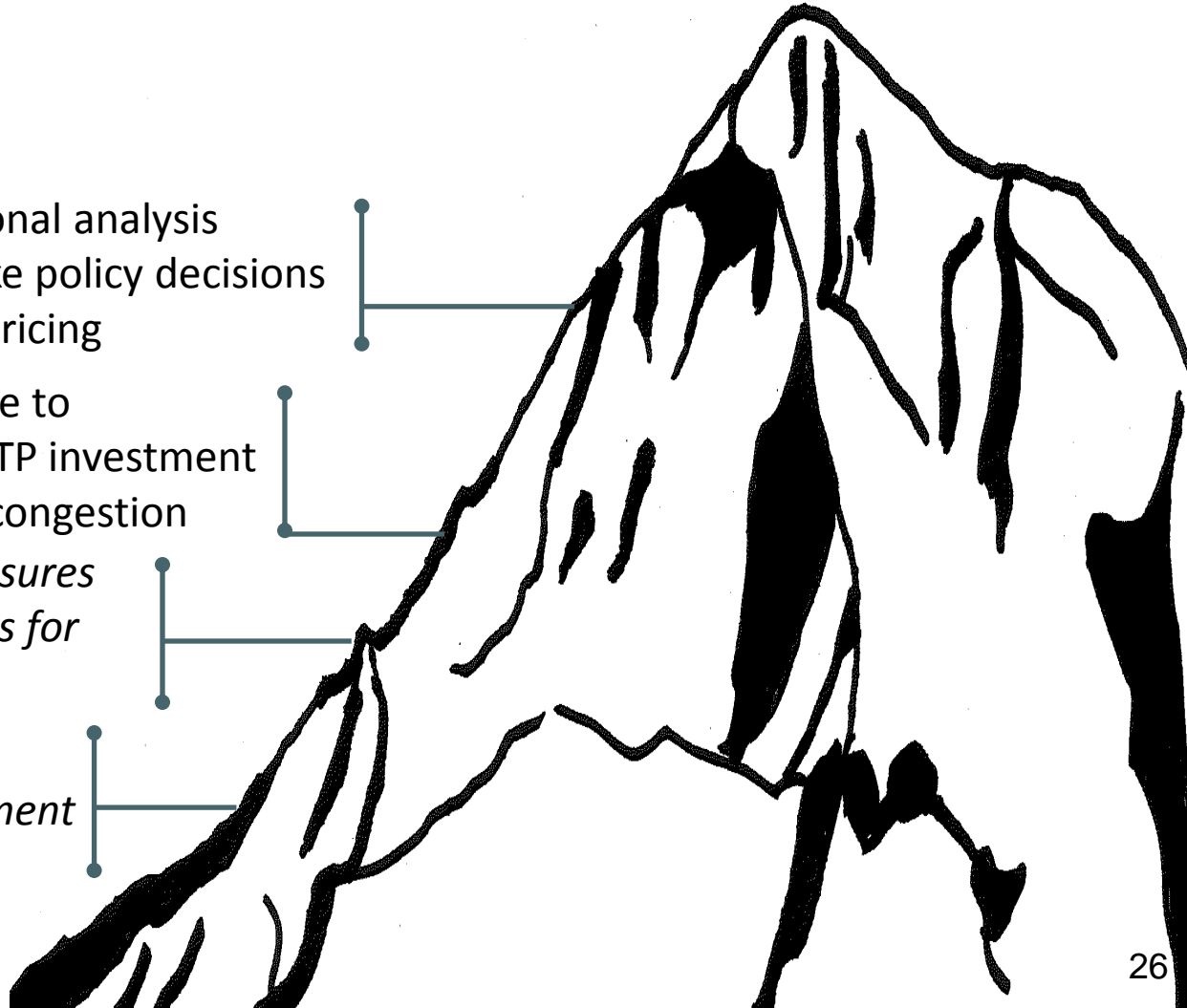
Identify additional analysis needed to make policy decisions around value pricing

Clearly communicate to stakeholders how RTP investment strategy addresses congestion

*Update monitoring measures and performance targets for congestion**

*Document region's federally-required congestion management process**

*Federal requirement



Council discussion



What are the Council's top policy priorities for the 2018 RTP?

- *Is Council committed to the priorities as proposed?*

How would the Council like staff to move forward with addressing the policy priorities?

- *Does Council agree with the implementation steps that have been outlined?*
- *Is Council comfortable with the role these priorities require?*
- *How far is the Council committed to going?*

What are the best ways to align staff and Council work on next steps?

oregonmetro.gov



Existing Metro Council direction and current efforts are shown in italics.

