



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, November 30, 2017

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Citizen Communication

3. Presentations

3.1 Oregon Zoo Quality of Life Program Audit [17-4927](#)

Presenter(s): Brian Evans, Metro

Attachments: [Zoo Quality of Life Program Audit](#)

3.2 First Quarter Financial Report [17-4928](#)

Presenter(s): Tim Collier, Metro

Attachments: [Quarterly Financial Report \(FY 2017-18 July to September\)](#)

4. Consent Agenda

4.1 Consideration of the Council Meeting Minutes for November 16, 2017 [17-4934](#)

4.2 Resolution No. 17-4853, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program to Add and Amend the Remaining New HB2017 Awarded Projects, Plus to Add or Amend 2018 MTIP Projects that Require Implementation Corrections (OC18-03-OCT) [RES 17-4853](#)

Attachments: [Resolution No. 17-4853](#)

[Exhibit A to Resolution No. 17-4853](#)

[Staff Report](#)

5. Ordinances (First Reading and Public Hearing)

- 5.1 Ordinance No. 17-1412, For the Purpose of Amending and Readopting Metro Code 7.03 (Investment Policy) for Fiscal Year 2017-2018

[ORD 17-1412](#)

Presenter(s): Tim Collier, Metro

Attachments: [Ordinance No. 17-1412](#)
[Exhibit A to Ordinance No. 17-1412](#)
[Staff Report](#)

- 5.1.1 Public Hearing for Ordinance No. 17-1412

- 6. **Chief Operating Officer Communication**
- 7. **Councilor Communication**
- 8. **Adjourn**

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

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Agenda Item No. 3.1

Oregon Zoo Quality of Life Program Audit

Presentations

Metro Council Meeting
Thursday, November 30, 2017
Metro Regional Center, Council Chamber



*Zoo Quality of Life Program:
Refinements needed to set clear expectations*

November 2017
A Report by the Office of the Auditor

Brian Evans
Metro Auditor



Knighton Award for Auditing

Audit receives recognition

The Office of the Metro Auditor was the recipient of the “Distinguished Award” for Small Shops by Association of Local Government Auditors (ALGA). The winning audit is entitled “Community Planning and Development Grants: Performance measures and stronger controls needed to ensure results.” Auditors were presented with the award at the ALGA conference in Atlanta, Georgia in May 2017. Knighton Award winners are selected each year by a judging panel of peers and awards are presented at the annual conference.

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Brian Evans
Metro Auditor

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Portland, OR 97232-2736

TEL 503 797 1892, FAX 503 797 1831

MEMORANDUM

November 15, 2017

To: Tom Hughes, Council President
Shirley Craddick, Councilor, District 1
Carlotta Collette, Councilor, District 2
Craig Dirksen, Councilor, District 3
Kathryn Harrington, Councilor, District 4
Sam Chase, Councilor, District 5
Bob Stacey, Councilor, District 6

From: Brian Evans, Metro Auditor

BE

Re: Audit of Oregon Zoo Quality of Life Program

This report covers the audit of the Oregon Zoo's Quality of Life Program. Quality of Life Programs are used to assess the need for changes to an animal's care including living space, diet, medical treatment, or euthanasia. The purpose of the audit was to evaluate the efficiency and effectiveness of the Program to inform its next stage of development. The audit was added to the FY2016-17 Audit Schedule.

Discussions about updating the Program were ongoing during the audit. There was general agreement that quality of life considerations were important. However, perspectives varied about which aspects of the Program added value. The Zoo's Program was based on similar programs at other zoos, which provided a strong foundation to build on. However, changes since it was first created reduced clarity about its purpose and alignment with other animal welfare efforts.

The audit found there were opportunities to improve the Program by incorporating lessons learned and new research, and prioritizing animals to set realistic expectations. There was also a need to build assessment capacity and clarify roles and responsibilities among employees.

I have discussed our findings and recommendations with Scott Cruickshank, General Manager of Visitor Venues; Don Moore, Zoo Director; Sheri Horiszny, Deputy Director of Living Collections; and Kristin Spring, Veterinary Hospital Administrator. A formal follow-up to this audit will be scheduled within three years. I would like to acknowledge and thank all of the management and staff who assisted us in completing this audit.

Summary

The Oregon Zoo created a pilot Quality of Life (QoL) Program in 2015. Since then, at least 20 animals have had some level of the Program initiated. The primary purpose of the Program was to establish a baseline of an animal's behavior and set benchmarks for warning signs prior to the onset of major health issues. The pilot Program was based on similar programs at other zoos, which provided a strong foundation to build on. However, changes since it was first created have reduced clarity about its purpose and alignment with other animal welfare efforts.

Discussions about updating the Program were ongoing during the audit. There was general agreement that QoL considerations were important. However, perspectives varied about which aspects of the Program added value. Without more clarity, there is a risk that employees or the public could view the QoL process, or lack of a QoL process, as evidence of poor animal welfare.

Underlying the various views of the Program were differences in who had information about an animal's QoL, and who was responsible for making QoL decisions. Trust and transparency are needed to ensure sufficient information is available for each role in the process to be effective.

There was general agreement among management that there were not enough resources to include all senior animals in the Program. As a result, there was a need to prioritize animals for inclusion in the program. Most of the animals included in the Program had QoL benchmarks and assessments documented. However, the level of detail varied between animals. Inconsistencies could make it more difficult to communicate QoL information to other employees or the public.

The Program was administered by a small number of employees. As a result, relatively few employees have been introduced to it. As the Zoo considers the next steps for the Program, it will need to communicate with and train the employees who are expected to implement it.

We recommend the Zoo clarify the Program's purpose and relationship with other animal welfare efforts, and train employees about how to fulfill their role in the program. We also recommend the Zoo periodically reevaluate and update the Program to stay current with best practices and lessons learned internally.

Background

As human life expectancy has increased, there has been more interest in quality of life considerations. Hospice care is probably the most widely known approach for humans. It seeks to address the needs of people who are near the end of life. Providing hospice care can be interpreted as placing a higher priority on the *quality* of time remaining in a person's life, as opposed to taking action to increase the *quantity* of time remaining.

A similar approach, sometimes called pawspice, has been applied to domestic animals. Pawspice care is mostly associated with pets like cats and dogs, but the concept has been adapted by some zoos. Quality of life programs are a common way zoos have implemented the idea.

While QoL may be used at different points of time during an animal's life, it appears to be used most often to evaluate the welfare of zoo animals that are considered to be geriatric. The primary purpose of the Oregon Zoo's QoL Program is to establish a baseline of an animal's behavior and set benchmarks for warning signs prior to the onset of major health issues. Establishing these parameters early is thought to increase the objectivity of decision-making if signs of decreased welfare arise. Management stated that the Zoo's program is a leader among the institutions accredited by the Association of Zoos and Aquariums (AZA).

The hope is that QoL benchmarks can be a reference point among employees to facilitate discussion about the need for changes to an animal's care including living space, diet, medical treatment, or euthanasia. QoL discussions can address potential bias that could prevent employees from making sound welfare decisions. Waiting too long can result in lower QoL for an animal. On the other hand, making decisions without objective criteria or complete information could result in unnecessary medical treatment or allegations of poor treatment.

QoL programs typically include evaluation of five areas: nutrition, environment, physical health, behavior and mental. Within each area are a set of negative conditions that zoos seek to avoid to promote overall welfare. Some zoos have developed QoL discussion guides, assessment tools, and scoring systems to help employees make decisions.

The Oregon Zoo (Zoo) created a pilot QoL Program in 2015. Since then, at least 20 animals have had some level of the Program initiated.

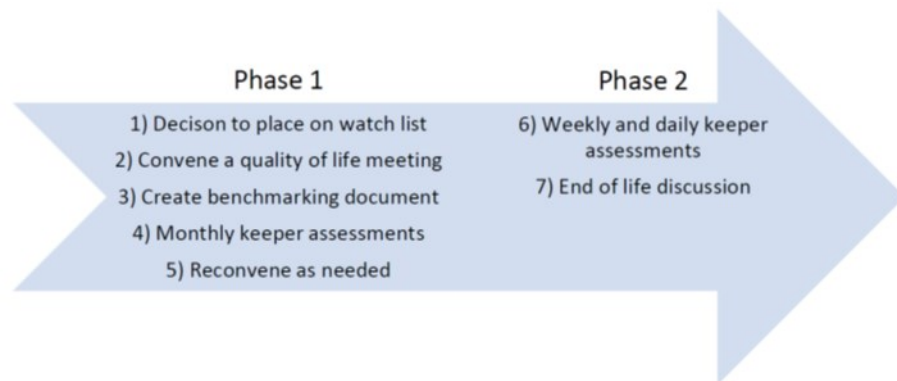
Exhibit 1 The number of animals involved in the program has grown each year

2015	2016	2017
2 animals	7 animals	11 animals
Kia (amur leopard)	Widdle (African wild dog)	Kasa (bobcat)
Vivian (sun bear)	Razi (dwarf goat)	Inji (orangutan)
	Conrad (polar bear)	Wooster (African wild dog)
	Tasul (polar bear)	Jody (sun bear)
	Dannon (swamp monkey)	Phyllis (gibbon)
	Packy (Asian elephant)	Kinshasa (mandrill)
	Eddie (otter)	Nikki (mandrill)
		Victoria (mandrill)
		Thelma (otter)
		Kajika (bobcat)
		Kiku (colobus monkey)

Source: Auditor's Office analysis of Oregon Zoo's Quality of Life Program documents

The first phase of the Zoo's pilot program started with the decision to put an animal on the watch list and begin monthly monitoring. This phase included a benchmarking meeting with animal keepers, curators, and veterinary staff. After benchmarks were set, the animal was expected to be assessed by animal keepers once a month. Each assessment was expected to include pictures and an evaluation of the following areas: behavioral/psychological; physical/physiological; and behavioral/social and environmental. A second phase of the program was initiated if conditions changed that required more frequent evaluations.

Exhibit 2 The pilot program included seven potential steps organized in two phases



Source: Oregon Zoo's Proposed Quality of Life Program Discussion Guide

The audit was initiated, in part, because of heightened public interest in Packy. Packy was a 54-year-old Asian Elephant who was euthanized in February 2017 due to concerns about the effects of tuberculosis on his health, and the risk that it could be transmitted to other animals or humans. Reports were made to Metro's Accountability Hotline in early 2017 that raised concerns about Packy. We were unable to substantiate those concerns. After the reports were made, we reviewed recent newspaper articles that showed quality of life issues were an increasing area of focus for some other zoos in the United States.

Results

More clarity needed for the next phase of program development

The Zoo's QoL Program was based on similar programs at other zoos, which provided a strong foundation to build on. However, changes since it was first created have reduced clarity about its purpose and alignment with other animal welfare efforts. There are opportunities to make it more efficient and effective by:

- Incorporating lesson learned and new research for the next phase of program development;
- Prioritizing animals to set realistic expectations;
- Building assessment capacity to increase consistency and efficiency; and
- Clarifying roles and responsibilities among employees.

Discussions about updating the Program were ongoing during the audit. This was due to new leadership at the Zoo including a new Director and Deputy Director of Living Collections, and changes in veterinary staff. There was general agreement that QoL considerations were important. However, perspectives varied about which aspects of the Program added value.

Some employees viewed the Program as a more formal version of what they were already doing and questioned the need to document discussions and assessments. Some highlighted the value QoL assessment tools can have, but did not think they were needed except when opinions differed among employees. Some thought a formal QoL process was needed to provide objective information to make animal welfare decisions.

Moving forward it will be important to consider input from a variety of perspectives to make sure the Program's purpose is clear and the amount of resources (budget and employee time) devoted to it are consistent with expectations. Without more clarity, there is a risk that employees or the public could view the QoL process, or lack of a QoL process, as evidence of poor animal welfare.

Underlying the various views of the Program were differences in who had information about an animal's QoL, and who was responsible for making QoL decisions. In general, the employees who assessed QoL did not have the authority to make QoL decisions such as changes to the environment, nutrition, medical treatment or euthanasia. As such, there was a risk that the information they collect may over- or understate the animal's QoL because of uncertainty about how it would be used. Conversely, there was a risk that decision-makers would question QoL information because they were uncertain of its reliability. Both issues have the potential to undermine the purpose and value of the Program. Trust and transparency are needed to ensure sufficient information is available for each role in the process to be effective.

Animal keepers take care of animals on a daily basis, so they have the most knowledge about an animal's daily routine. As a result, they may view QoL monitoring as unnecessary or duplicative of their normal routines, and may be uncertain about how the information will be used by others. Animal

curators supervise all the keepers in an area so having regular QoL updates can help them stay informed about each animal’s status. Veterinary employees manage animal medical records, but do not have much information about day-to-day behaviors, which could indicate declining QoL.

The Deputy Director of Living Collections manages both animal care (keepers) and animal health (vet) employees. If there are disagreements about an animal’s status, the Deputy Director needs information to make decisions. Finally, the Zoo Director is responsible for delivering the Zoo’s mandate to provide the highest level of animal welfare. Information to help understand how decisions are made and what resources are needed is important part of achieving the Zoo’s mission.

Exhibit 3 Program’s effectiveness depends on sharing information between roles

Position - Role	Information Generated	Potential Information Gap
Animal Keepers – <i>Primary animal care providers</i>	Day-to-day knowledge of animal behavior	Clarity about how information will be used
Animal Curators – <i>Supervise animal keepers</i>	How QoL for each animal was obtained and evaluated	Information to make care and health decisions in coordination with veterinarians
Veterinarians – <i>Primary animal health providers</i>	Medical records for all animals	Information to make care and health decisions in coordination with curators
Vet Hospital Manager– <i>Liaison between animal care and animal health employees</i>	Coordination and sharing of animal care and health information	Information to understand potentially divergent opinions about an animal’s QoL
Deputy Director – <i>Supervises animal care and animal health employee groups</i>	Process and information used to make decisions if divergent opinions about an animal’s QoL arise	Information to make decisions if there are unresolved, divergent opinions about an animal’s QoL
Zoo Director – <i>Supervises Deputy Director of Living Collections</i>	Process and information used to make decisions to balance the Zoo’s mission with available resources	Information about the overall status of the Zoo’s animal welfare efforts

Source: Auditor’s Office analysis of Quality of Life Program documents and interviews with employees involved in the Program.

The Zoo's euthanasia policy references QoL benchmarks as part of its decision-making process for some situations. Ensuring QoL information is available, and useful, for those responsible for those decisions is an important aspect of the process. End of life decisions can be very difficult for everyone involved. Having clarity about what information was used to make the decision is an important part of helping employees and the public understand, even if they do not agree.

There appeared to be some hesitancy to initiate QoL discussions among some employees because of an assumption that the Program was a precursor to euthanasia. Connecting the Program with the Zoo's other animal welfare efforts could be one way to overcome the perception that its purpose was to justify euthanasia.

Although it was initially developed as a stand-alone program, there appears to be potential cross-over with other animal welfare efforts at the Zoo that could broaden the information used to assess QoL. The Animal Welfare Committee is intended to help the Zoo achieve its goal of making animal welfare a guiding principle. The Committee includes internal and external animal welfare experts who could help inform the Program's next stage of development. Best practices state that including outside experts, like those recently added to the Committee, can increase the scientific rigor of animal welfare efforts at zoos.

In addition, the Zoo's hormone laboratory has the ability to monitor stress levels in animals, which could provide objective quantitative data for QoL assessments. Hormone data has been used this way for at least one animal. It could be used to prioritize animals for inclusion in the Program. If hormone benchmarks were available, the data could also be used to assess the impact of changes to an animal's living environment, medical treatment or nutrition that were initiated as part of the Program.

Similarly, behavior audits were conducted by volunteers for some animals at the Zoo. The audits could be used to identify behaviors that may signal declining QoL or be used to augment QoL assessments that have already started.

Prioritize animals to set realistic expectations

The Program was initially designed to focus on senior and geriatric animals. Animals were considered to be senior when they were past the median age for their species. Geriatric was defined as animals that were past the median age of their species, *and* had a chronic condition or physical impairment.

We found that both definitions could be challenging to use. For example, the median ages of some species were unknown. Another data point may be needed if an age standard continues to be used by the Program. In addition, the criteria to determine if an animal had a chronic condition or physical impairment was unclear. There appeared to be variation in how employees determined if an animal was geriatric.

Applying the Program to all senior animals would require more resources compared to a program that focused only on geriatric animals. For example, last year the Zoo put seven animals on a geriatric watch list. In comparison, at least 57 animals, with established median ages for their species, were considered senior as of January 1, 2017. Assuming the time and resources to initiate the Program for geriatric and senior animals were the same, it could require ten-times the resources to initiate the QoL Program for all senior animals.

There was general agreement among management that there were not enough resources to include all senior animals in the Program. In addition, there may not be a need to make adjustments to an animal's care just because they were past median age. As a result, there was a need to prioritize animals for inclusion in the Program.

One of the factors that is important to consider when prioritizing which animals to include in the Program is the availability of reliable information and behavior criteria. For example, about 72 percent of the Zoo's animals (excluding invertebrates) did not have an established median age. Similarly, the animal assessment tools and criteria that are commonly used in QoL programs were mostly developed for mammals and some birds. There was comparatively little information or opportunity to apply them to other species.

An availability-control matrix is one way to prioritize efforts when there is variability in the information available or ability to control outcomes. Using this approach could help inform how the Zoo prioritizes animals for the Program. Most QoL assessment tools are based on research on mammals and some birds.

Further prioritization among mammals and birds may be possible because there is more information available about some species than others (e.g. behavior audits, hormone baseline levels). Similarly, the Zoo's ability to address potential declines is higher for some species than others for various reasons (e.g. social structure of species, ability to change habitat or diet).

Depending on the criteria, it may be possible to narrow the list of potential animals for the Program to 50 or fewer. Additional prioritization could then be made based on the individual medical records of each potential animal. If this approach was used, it might look something like Exhibit 4, however the specific criteria would need to be developed by the Zoo's animal welfare experts and those familiar with the exhibits and available resources.

Exhibit 4 A matrix can help prioritize efforts when there is variability in the amount of information available or ability to control outcomes

		Options to Address Declining QoL		
		Many Options	Some Options	Few or No Options
Available Information to Evaluate QoL	High availability	Species A	Species B	Species C
	Moderate availability	Species D	Species E	Species F
	Low availability	Species G	Species H	Invertebrates Fish Reptiles Amphibians

Source: Auditor's Office analysis based on animal welfare literature and interviews with employees involved in the Program.

Variations in the quality of information can reduce its effectiveness

Most of the 20 animals included in the Program since its inception had QoL benchmarks and assessments documented. However, the level of detail and completeness varied between animals. While variation may not have a large impact among the employees who work closely with each other or the animal, inconsistencies could make it more difficult to communicate QoL information to other employees, or the public, who are less familiar with the animal.

Benchmarks and assessments were designed to inform discussions about an animal's condition so the quality of information collected was key to the Program's effectiveness. After an animal was included in the Program two steps were expected to be completed. The first step was to convene a benchmarking meeting. A discussion guide and benchmarking template were intended to be used to document normal behaviors and any corresponding warning signs that might signal declining QoL.

The second step was monthly, weekly, or daily assessments of the animal to determine if any of the warning signs were observed. In some cases a "critical score" was established to quantify the number of days and severity of a condition. If reached, more intensive actions were taken to address rapidly declining QoL.

Exhibit 5 There were two steps to evaluate an animal’s quality of life

Step	Purpose	Criteria
Benchmarking	Summarize normal conditions and determine negative conditions that may indicate declining QoL	Normal and abnormal conditions in three areas: <ul style="list-style-type: none"> • Behavioral/Psychological • Physical/Physiological • Behavioral/Social/Environmental
Assessments	<p>Assess animal against benchmarks</p> <p>Assess animal against refined benchmarks that triggered need for more frequent monitoring</p> <p>Determine if animal's health has declined to the point of poor QoL</p>	<p>Monthly observations of animal compared to benchmarks</p> <p>Daily or weekly scoring on a scale from 1-5 to assess good and bad days against a new benchmark or “critical score”</p> <p>Weekly/daily scores reach benchmark/critical score.</p>

Source: Auditor’s Office analysis of the Zoo’s Quality of Life Pilot Program documents

Documents for each animal generally followed what was outlined in the Program guidelines, but underdeveloped criteria at each stage reduced the usefulness of the information gathered.

Benchmarking

It was not clear if the Program’s discussion guide was used during the benchmarking meetings. Some of the benchmarking documents we reviewed used different formats and observations that may not provide complete coverage of everything that should be considered. Focusing too narrowly could miss warning signs or opportunities to improve an animal’s QoL.

Professional literature identifies five areas for assessing animal welfare: nutrition, environment, physical health, behavior, and mental. Each of these elements was referenced in the Zoo’s benchmarking documents, but the criteria for each element was not very specific.

Some benchmarking documents were an overall assessment of the category (e.g. behavioral/psychological), while others had detailed observations within each category. Unclear benchmarks could reduce the effectiveness of assessments because it could be difficult to determine the difference between normal and abnormal.

Other programs in the United States use detailed questions to structure QoL discussions. Framing the discussion around questions, not just categories of behavior, may make it easier for employees to understand

what is expected. It could also increase the chances that the benchmarking document would be easier to understand for employees who were not involved in its creation.

Professional literature also shows that some animal welfare experts advocate for the inclusion of positive conditions when assessing QoL. The idea is that animal welfare should be determined by the net balance between negative (warning signs) and positive conditions. For example, an animal may show signs of pain when moving, but still take advantage of enrichment activities. If a benchmark was only set up to document pain, it may miss other behaviors that signal good QoL, even with some discomfort.

Assessments

After benchmarks were set, the animal was expected to be evaluated once a month, unless conditions changed that required more frequent evaluations. Program documents outlined general expectations for assessments, but left it to each animal group to determine how they were done.

There was variation in animal assessments among the 20 animals that have gone through the Program. Some were very detailed, while others were not. Some included pictures or videos, and others did not. There were gaps in monthly assessments for some animals and no assessments were documented for others. We learned at least one animal was being assessed quarterly, which appeared to be a relatively new change to the Program.

Quantitative scoring and critical scores were developed to assess some animals, but it was not clear if that information was used. In one example, a critical score was developed but assessments did not mention it. In another, the critical score was referenced in a QoL decision, but the scale outlined in the Program guidance was different than what was used. For other animals, a quantitative scoring system was used initially, but later disregarded because of concerns it could be manipulated to achieve the desired score.

Because of the potential subjectivity of any assessment, it may be necessary to broaden assessment methods to include different perspectives and types of information. Most assessments we reviewed were done by animal keepers. They have the most day-to-day knowledge of the animal's behavior, but also may be too close to the animal to be able to recognize changes. In interviews, this was referred to as "new normal" bias. Overcoming that bias may require periodic check-ins from employees that have fewer interactions with an animal.

Veterinary employees may have more objectivity because they see the animal less frequently. While changes might be more noticeable to them, they are also less knowledgeable about the animal's normal behavior. To overcome the potential subjectivity in each role, it may be useful to have them assess the animal using the same criteria and tools separately. The evaluations could then be discussed collectively. After each has a chance to understand the other's perspective, it may be easier to reach agreement on the animal's QoL, and identify ways to improve it. This would be similar to the process for

Roles and responsibilities have not been clearly established

setting up benchmarks.

Another way to address subjectivity in animal assessments would be to use both qualitative and quantitative information. Since there are weaknesses with each, combining them could allow employees to benefit from the strengths each type of information can provide, while controlling the risks of relying too heavily on one of them.

There are assessment tools available both internally and externally that could create a broader and more consistent assessment process for the Program. Internally, the hormone lab and behavior audits could be used to inform QoL assessments. There are also external sources of leading practices to help animal care and animal health employees assess QoL. These include both qualitative and quantitative tools.

As the Program evolves, increasing the consistency of assessments would help ensure animals are evaluated using similar criteria. It would also increase the Zoo's ability to demonstrate that any QoL decisions are made as consistently as possible. This could provide information to respond to any potential allegations of bias in the decision-making process.

Roles and responsibilities among employees was another area of the Program that could benefit from greater clarity. The Program was administered by a small number of employees. As a result, relatively few employees have been introduced to it. As the Zoo considers the next steps for the Program it will need to communicate with, and train, the employees who are expected to implement it.

There were differences between what was outlined in the Program guidance, the roles employees played for animals that have gone through the Program, and management's current expectations. The original Program guidance documents did a good job of summarizing who was involved in each step of the process. However, for some steps, the responsibility was shared, which could reduce the chances of it being completed if there was not good communication. In other places, it was unclear who had the authority to make decisions.

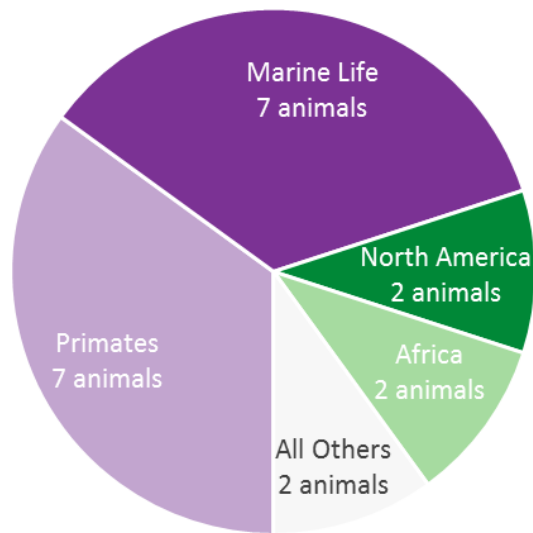
Data to determine which employees have had experience with the Program was incomplete because meeting attendees, and who completed animal assessments, were not documented consistently for each animal. For example, for most animals it was unclear who was involved in determining whether an animal was included in the Program. Attendees at benchmarking meetings were not recorded for most animals, and the employee who completed the assessments was usually not documented.

Documenting who was involved may become less important as employees gain more experience with the Program. However, concerns have been raised about who was consulted, and who provided input, for some animal welfare issues. Transparency about who was involved, could help improve

clarity about how a decision was made. It could also help identify training needs as the Program moves into its next stage of development.

The decision to include an animal in the Program was expected to be initiated by animal curators and keepers because they lead animal care routines. However, employees who work on animal health also play important roles in the Program. In practice there appeared to be variation in who was involved in benchmarking and assessments for each animal. Some employees engaged the Program proactively, while other seemed reluctant to engage, or the species of animals in their care were not well suited to the Program.

Exhibit 6 Employees in the marine life and primate animal areas had the most experience with the Program



Source: Auditor's Office analysis of Oregon Zoo's Quality of Life Program documents (May 2015 – August 2017)

Because of variation in experience, there appeared to be greater need for coordination between groups of employees in some areas of the Zoo than others. Employees in the marine life and primate animal areas had the majority (14 of 20 animals) of experience during the first years of the Program. As a result, they were able to work relatively independently.

For other groups of employees, more coordination with other parts of the Zoo were needed to manage the Program effectively for their animals. This appeared to be the result of inexperience. Those that had more experience appeared to be more comfortable with each step. There were indications that lessons learned with previous animals led to refinements to make it work better in their area.

Ideally, this process of organizational learning could be shared between groups, not just within groups with unequal experience. The most challenging steps of the Program appeared to be those that required coordination between the teams who work on animal care and animal health. Clear roles and responsibilities for those steps is vital for the Program's success.

Scope and methodology

The purpose of the audit was to determine if there were ways to increase the efficiency and effectiveness of the Quality of Life Program. The scope was May 2015 to August 2017. There were three objectives:

- Determine if there were ways to prioritize animals in the Zoo's collection to set realistic expectations for the program
- Determine if roles and responsibilities for the program were clearly assigned
- Determine if there were leading practices to increase the program's QoL assessment capacity

To meet the objectives we reviewed articles and professional literature, analyzed program documents for each of the animals involved in the program, and interviewed employees who were involved in the Program or similar programs at other zoos.

The audit was added to the FY 2017-18 audit schedule. We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Recommendations

To improve the Quality of Life Program, the Zoo should:

1. Clarify the Program's purpose and relationship with other animal welfare efforts including:
 - a. Criteria to determine which individual animals should be included in the Program,
 - b. Criteria for animal benchmarks and assessments, and
 - c. Roles and responsibilities among employees.
2. Train employees about how to fulfill their role in the Program.
3. Periodically reevaluate and update the Program to stay current with best practices and lessons learned internally.

Management response

To: Brian Evans, Auditor

From: Don Moore, Zoo Director

Date: 12 November 2017

Re: **OREGON ZOO MANAGEMENT RESPONSE TO 2017 QUALITY OF LIFE AUDIT**

Thank you for the opportunity to respond to your recent audit of Oregon Zoo's leading Quality of Life Program. We appreciate the time and effort invested by you and your staff. Your report captures much of the complexity of operating an AZA-accredited zoo. It should be noted that the 230 AZA-accredited zoos meet the highest level of standards for: Animal welfare, Care and Management; Veterinary Care; and Scientific Advancement. These select zoos represent fewer than 10% of the 2800 exhibitors licensed by the USDA under the Animal Welfare Act. As you may know, "as the science of zoology and aquatic studies grows in knowledge, so too do AZA standards rise to accurately reflect current understanding and modern practices, and to drive continuous improvement in institutions accredited by AZA" (AZA Accreditation Standards and Related Policies, 2018 Edition).

As an award-winning leader among AZA-accredited zoos, with one of the first and finest science-based Animal Welfare programs in the country, we welcome your comments on the Quality of Life program our animal care professionals are developing as we strive for world-class animal care and welfare programming. We are committed to best-possible animal care and welfare for every individual animal of every species in our population every day. The Audit report offers useful recommendations for continuing to improve our world-leading Quality of Life program, and will benefit Oregon Zoo animals as well as animals in other modern zoos which adopt our program goals and standards. We appreciate receiving candid feedback — even if it is sometimes critical — and believe it provides valuable insight into our world-leading programs.

While the report focuses on recommendations for improvement of the Quality of Life Program, we think it is important to note some significant accomplishments that were not highlighted. These accomplishments are the result of effective processes and management practices — and are all the more impressive when you consider that other AZA-accredited zoos and aquariums, as well as government agencies, frequently ask our staff about programs and processes to achieve best-possible animal care and welfare.

AZA accreditation shows a high standard of animal welfare, professionalism and organizational culture

In September 2015, Oregon Zoo was re-accredited by the Association of Zoos and Aquariums. "The Association of Zoos and Aquariums only accredits zoos and aquariums that meet the highest standards in animal care and welfare," said AZA president and CEO Jim Maddy. "When people visit the Oregon Zoo, they can be assured that they are supporting a facility that is a leader in the care and conservation of wildlife." We meet these Standards every day, for every animal.

Prior to the 2015 re-accreditation, our Oregon Zoo was recognized with six of the association's major awards: three for conservation work on behalf of endangered species, two for marketing excellence, and another for environmental efforts in the zoo's day-to-day operations. "Winning six AZA awards over the span of five years is an incredible accomplishment," Maddy said at the time. "Oregonians can

be very proud of their zoo — it's regarded as among the top zoos in the country."

Oregon Zoo just received two more significant awards from our AZA peers in September 2017 – the Top Honors AZA Exhibit Award for Elephant Lands which was based largely on our world-leading elephant care and welfare program, and a Top Honors Conservation award shared with our colleagues at San Diego Zoo, Los Angeles Zoo and other facilities for our California condor care and restoration program. We are proud to be recognized by professional zoologists, veterinarians and other colleagues and peers nationally and internationally for Oregon Zoo's leading animal care, welfare and conservation programs.

The zoo continues to exceed USDA Animal Welfare Act and other standards, as shown by our 25+ years of continuous Accreditation by the Association of Zoos and Aquariums, as we establish and maintain our own high internal standards for exemplary animal care and well-being, and animal health care. (See <https://www.aza.org/assets/2332/aza-accreditation-standards.pdf>)

Our responses to the Audit report's specific recommendations are:

To improve the Quality of Life Program, the Zoo should:

Recommendation 1 – Clarify the Program's purpose and relationship with other animal welfare efforts including:

We believe that the Program's purpose within our overall animal care program is very clear – it is an industry-leading pilot program which helps our professional staff establish our priorities for world-class animal care and welfare. We agree with the Audit's assertion that clarity about the information used to make end-of-life decisions is important to help our employees better understand the Quality of Life process. The quality of life process offers opportunities to monitor and hopefully improve an animal's quality of life but may not be the only tool contributing to the end of life decision. We agree that clarifying the program's role in the ultimate end of life decision process is necessary.

a. Criteria to determine which individual animals should be included in the Program.

Although each species and individual animal may require different criteria as we assess its quality of life, inclusion of all species is what separates professionally-operated, modern AZA-accredited zoos from the other 90% of USDA-licensed facilities. Although all of these facilities also have a requirement for veterinary assessment for only mammals, AZA Accreditation Standards set a much higher requirement for an "extraordinary focus on animal care" (AZA Accreditation Preamble 2018) for all species.

We agree that we can set broad criteria, much like those our husbandry and veterinary professionals use on a daily basis: individual and social behaviors within normal limits or not, appetite and body condition within normal limits or not, health status within normal parameters. Once an animal starts to fall outside of these normal limits, closer scrutiny is warranted, and this is appropriately characterized in the audit report as greater effort by staff and use of resources. We will continue to work with professional colleagues on science-based "triggers" for moving an animal from our routine program of animal care and welfare to the more intensive Quality of Life Program.

And we continue to provide for a Life Worth Living for all of our animals. In addition to our development of qualitative and quantitative metrics to achieve an overall Quality of Life assessment as an individual animal declines, we and other AZA animal care professionals have led the development of another approach to ensure that all individual animals of all species have the best opportunity for a life worth living. Specifically,

AZA zoo and aquarium standards support the premise of five opportunities for all animals, from birth through the death that comes to all living things eventually. “These tenets propose that animals: (1) receive nutritionally complete diets that bring out the natural feeding response and behavior; (2) are afforded comfortable living experiences with choice and control to promote mentally and physically healthy behaviors; (3) experience good physical health; (4) are provided quality spaces to live in with appropriate social groupings that promote natural, species-appropriate and motivated behavior; and (5) develop natural coping skills and avoid chronic stress.” (AZA Accreditation Standards and Related Policies 2018)

b. Criteria for animal benchmarks and assessments

Oregon Zoo, like other AZA Accredited Zoos and Aquariums, has many species and almost 2,000 individuals at any one time in our animal population. This diversity of life forms brings with it a diversity of life histories and biological needs. Criteria for bench-marking needs to vary from species to species, and potentially individual to individual based on our professional veterinary and animal care knowledge, experience and skills, and we do not believe it can be programmatically specific at this early stage of development of Quality of Life programs by Oregon Zoo, veterinary groups like Banfield, veterinary colleges, and our colleagues in other modern zoos.

We appreciate your observation that quantitative assessments would help the program be more objective. As in all animal care programs, for zoo or domestic animals, we expect our Quality of Life Program to depend on both qualitative and quantitative assessments for the near future. As you also observed, senior animals (like senior people) can be physically healthy, at least to a trained observer. Because wild animals have evolved the ability to hide their physical decline from predators, and their relatives in our human care retain this same adaptation, we expect that quantitative tools will grow as we gain data from our own Oregon Zoo endocrine lab and others performing the science of applied animal care. We will certainly be using both qualitative and quantitative assessments in a more robust way in the next iteration of our Quality of Life Program.

c. Roles and responsibilities among employees

The Oregon Zoo’s Quality of Life Program is appropriately characterized as a pilot program in its present form. Historically, quality of life assessments in zoos have been led by veterinary staff who are ultimately responsible for animal care under the regulations of the USDA Animal Welfare Act. Although this is changing to be more collaborative in AZA-accredited zoos, this pilot is appropriately led by veterinary staff.

We are developing an innovative program. We recognize that there is varied experience, knowledge and skills among all of our animal care employees, so we have chosen to expose the appropriate few Oregon Zoo animal care professionals in this pilot phase. As the Program develops, it will focus more of the zoo’s animal care professionals via targeted assessments, subsequent decision-making and coordination of this decision-making across appropriate departments and leadership of the zoo and Metro. We will share the Program as it develops with appropriate staff.

Recommendation 2 – Train employees about how to fulfill their role in the program.

Oregon Zoo and our colleagues within AZA, notably at San Diego Zoo Global and Disney’s Animal Kingdom, have developed leading training programs for zoo professionals.

In terms of end-of-life decision making, we again refer to the AZA Accreditation Standard for veterinary care and euthanasia policies. AZA notes that “This policy should be tailored to the needs of the institution, outlining appropriate procedures and responsibilities for all taxa within the institution’s collection. All paid and unpaid animal care staff should be familiar with this policy.” (AZA Accreditation Standards and Related Policies 2018)

And, we note this phrase from AZA Staffing Standards, “AZA-accredited zoos and aquariums must have a sufficient number of properly trained staff to care for the animals and assure good animal welfare, maintain high quality operations, and work to continually evolve (modernize) the institution. Continuing professional development of staff is required to ascertain that staff is up-to-date with the latest information and best practices.”

The significance of these particular AZA Standards is that staff training programs are required. Those developed by us will be available to all AZA-accredited institutions (and we will surely benefit from staff training ideas if some other institution develops a great training program we can use). We are committed to staff training, whether for daily operations or as professional development, especially as we more clearly define roles and responsibilities of each staff member. Thank you for the observation.

Recommendation 3 – Periodically reevaluate and update the Program to stay current with best practices and lessons learned internally.

Oregon Zoo, like many AZA-accredited zoos, is committed to program evaluation for all programs under the acronym SPIDER (Setting goals, Planning, Implementation, Documentation, Evaluation and Re-adjustment). We agree that, as we grow our pilot program into an established industry-leading program designed to achieve world-class animal care and welfare, we should continue to gather adequate data for evaluation and feedback from staff and our AZA peers. This will help us to focus and affirm the effectiveness of this positive change to our overall animal care and welfare program. The resources put into gathering that information must be balanced against resource availability and the costs and benefits of assessment. We will share our programs and policies with fellow professionals so that we increase their ability to achieve great animal care.

Finally, we note that excellence in animal welfare is the underlying foundation on which all Oregon Zoo and AZA Accreditation standards and practices like the Quality of Life Program are premised and developed. All reasonable concerns regarding the welfare of individual animals or groups are thoroughly assessed and corrected throughout each animal’s life; this is our professional standard and ethic. Our AZA-accredited Oregon Zoo is required to incorporate commonly accepted welfare guidelines and follow a documented process for assessing animal welfare and wellness. In developing our Quality Of Life Program, we lead the industry in this regard and we appreciate your observations and recommendations.



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Agenda Item No. 3.2

First Quarter Financial Report

Presentations

Metro Council Meeting
Thursday, November 30, 2017
Metro Regional Center, Council Chamber



Quarterly financial report

FY 2017-18 | July to September



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

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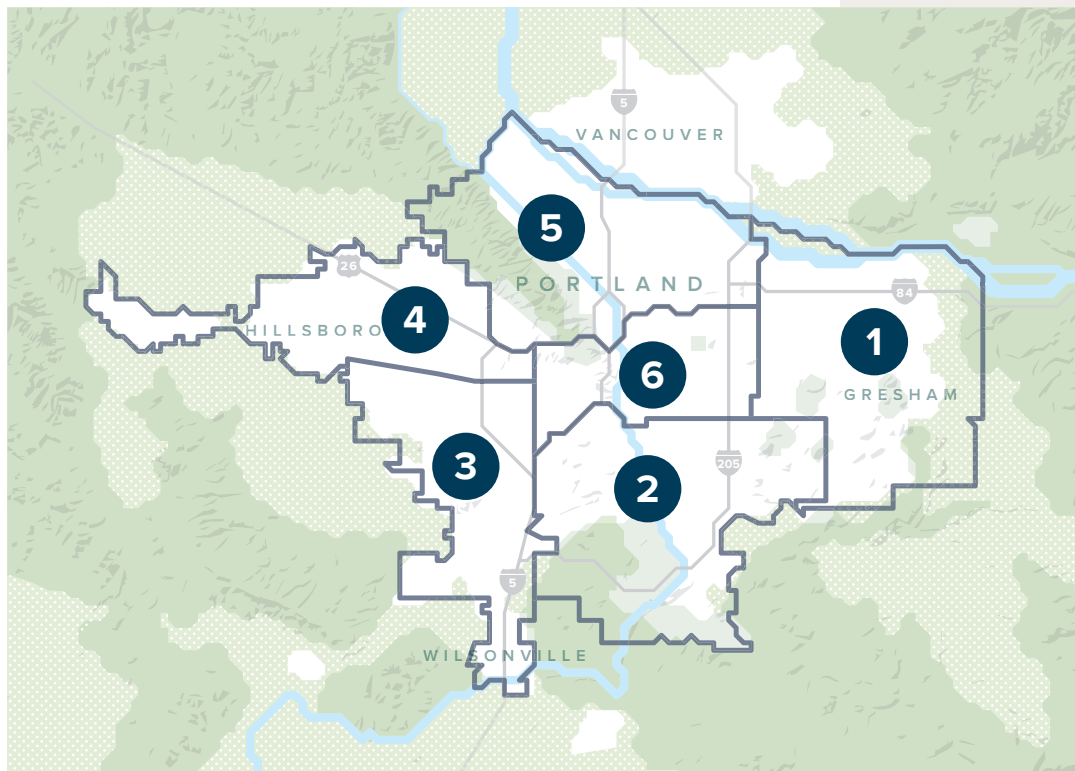
Kathryn Harrington, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans



**FY 2017-18
Quarterly
Report**

**First
Quarter**

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November 30, 2017

Dear President Hughes and Members of the Metro Council:

On behalf of the Finance Team I am today delivering Metro’s First Quarter Financial Report. This report is based upon the unaudited closing of Metro’s financial records as of September 30, 2017. As is typical in the first quarter, our actual expenditures and revenues are projected to be fairly close to our target as laid out in the budget plan developed during last year’s budget process. As the year progresses we will see the picture become clearer.

All Revenue	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Projected % of Budget	3-Yr Average
Program Revenues	\$206,781,794	\$49,379,576	23.9%	207,174,840	100.2%	109.0%
General Revenues	87,295,301	4,411,618	5.1%	86,891,233	99.5%	103.6%
Other Financing Sources	62,000,000	61,403,069	99.0%	61,403,069	99.0%	21.4%
All Revenue	\$356,077,095	\$115,194,263	32.4%	\$355,469,142	99.8%	102.6%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Projected % of Budget	3-Year Average
Personal Services	\$104,597,790	\$25,157,829	24.1%	102,354,190	97.9%	95.4%
Materials and Services	139,369,387	22,986,647	16.5%	132,597,959	95.1%	89.4%
Total Operating Expenditures	243,967,177	48,144,476	19.7%	234,952,149	96.3%	91.8%
Total Capital Outlay	53,970,113	2,578,414	4.8%	43,754,233	81.1%	54.2%
Total Renewal and Replacement	7,298,201	201,028	2.8%	5,251,763	72.0%	41.7%
Total Expenditures	305,235,491	50,923,918	16.7%	283,958,144	93.0%	92.1%

Revenues tracking with budget

Revenues from the MERC venues as a whole are on track. Transient lodging tax receipts seem to have rebounded so far from last year’s moderate growth. We expect another substantial amount to be deposited into the MERC pooled capital fund which helps fund the long-term capital programs for the OCC and Expo.

Currently, Oregon Zoo attendance is down for the first quarter from the prior year, but is projected to end up slightly above the prior year’s total. A strong ZooLights this year, will be the true indicator.

Property and Environmental Services revenues are tracking close to budget and are expected to end the year on target.

Revenue growth in the General Fund (excise and property taxes in particular) continues at a modest pace year over year and is projected to end the year slightly above budget.

Operating expenditures are on track with budget

Operating expenditures continue to track budget. This is fairly typical of first quarter projections. We will continue to monitor as the year progresses and will have a better idea of any further necessary adjustments when second quarter closes.

Construction Excise Tax continues to climb

Construction Excise Taxes continue to be outpacing expectations. After a slower final two quarters in FY 2016-17 collections in the first quarter collections have rebounded to the second highest quarter since the tax began. The full CET report is included in appendix C.

First quarter results: Strong start to the year, but some areas must be monitored closely

First quarter results continue to be on track with budget projections in most areas. We will continue to monitor the Oregon Zoo as some adjustments may be needed throughout the year. We will also be closely monitoring excise tax collections to see if there have to be any additional adjustments in the General Fund.

How will this affect future years?

As we continue to go through the year, our performance on how well we projected revenues versus expenditures will in part dictate the level of resources we have for the FY 2018-19 budget year.

Beginning next month the Chief Operating Officer will have conversations about the FY 2018-19 budget. General Fund revenues continue to increase at a pace matching CPI, with potential of a little more growth above that. We will continue to monitor the financial situation to help make sure that we are have solid base for next year's budget.

Sincerely,



Tim Collier, CPA, MBA

Director of Finance and Regulatory Services



METRO OPERATING REVENUES

All Revenue	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$206,781,794	\$49,379,576	23.9%	\$207,174,840	100.2%	109.0%
General Revenues	87,295,301	4,411,618	5.1%	86,891,233	99.5%	103.6%
Special Items	0	0	0%	0	0.0%	0.0%
Extraordinary Items	0	0	0%	0	0.0%	0.0%
Other Financing Sources	62,000,000	61,403,069	99.0%	61,403,069	99.0%	21.4%
All Revenue	\$356,077,095	\$115,194,263	32.4%	\$355,469,142	99.8%	102.6%

Year-to-date (YTD) program and general revenues for the agency came to \$54 million (18 percent) of the annual budget, through the first quarter of fiscal year (FY) 2017-18. Other financing sources included budget for the sale of hotel bonds, which were to be sold in FY 2016-17, but were instead sold in FY 2017-18.

PROGRAM REVENUE BREAKDOWN

Program Revenue	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Charges for Services Revenue	\$155,869,439	\$39,253,505	25.2%	\$153,215,029	98.3%	105.8%
Internal Charges for Svcs-Rev	245,535	0	0.0%	245,535	100.0%	100.3%
Licenses and Permits	629,124	142,076	22.6%	629,124	100.0%	118.3%
Miscellaneous Revenue	935,676	336,779	36.0%	1,263,957	135.1%	161.8%
Grants	10,264,821	-1,084,716	-10.6%	12,397,870	120.8%	104.3%
Intergovernmental Revenue	30,943,586	2,850,609	9.2%	25,196,082	81.4%	140.4%
Contributions from Governments	5,343,378	0	0.0%	11,495,154	215.1%	97.3%
Contributions - Private Source	949,109	381,322	40.2%	1,079,589	113.7%	177.7%
Capital Grants	1,601,126	7,500,000	468.4%	1,652,500	103.2%	232.2%
Program Revenues	\$206,781,794	49,379,576	23.9%	\$207,174,840	100.2%	109.0%

Contractors' Business License revenues through the first quarter came to 23 percent of budget. Program revenues were driven largely by capital grants in Parks and Nature. Zoo and parks admissions were also strong for the quarter. See the respective sections of the report for additional details.

GENERAL REVENUES BREAKDOWN

General Revenue	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Real Property Taxes	\$63,393,852	119,960	0.2%	\$63,393,852	100.0%	101.9%
Excise Taxes	18,113,406	3,671,882	20.3%	18,165,266	100.3%	102.5%
Construction Excise Tax	3,991,000	108,915	2.7%	3,791,450	95.0%	136.0%
Other Derived Tax Revenues	43,000	13,636	31.7%	43,000	100.0%	102.8%
Interest Earnings	1,754,043	497,225	28.3%	1,497,665	85.4%	129.9%
General Revenue	\$87,295,301	\$4,411,618	5.1%	\$86,891,233	99.5%	103.6%

Property Tax- is at 0.2 percent through the first quarter (the majority of property taxes come in during the second quarter of the fiscal year).

Construction Excise Tax is due until October 31st, and they totaled \$973,000.

Interest- Total interest earnings through the first quarter is 28 percent of budget.

The first Transient Lodging Tax (TLT) payment of the fiscal year was received in September, and was \$395,000 higher than September 2016, a 24 percent increase. The November payment, which includes the bulk of the July-September collections, is usually the largest of the year and will provide a good sense of what to expect from TLT this year. In FY 2016-17 total TLT collections increased 3 percent, which was less than the double digit increases seen in the prior three years.

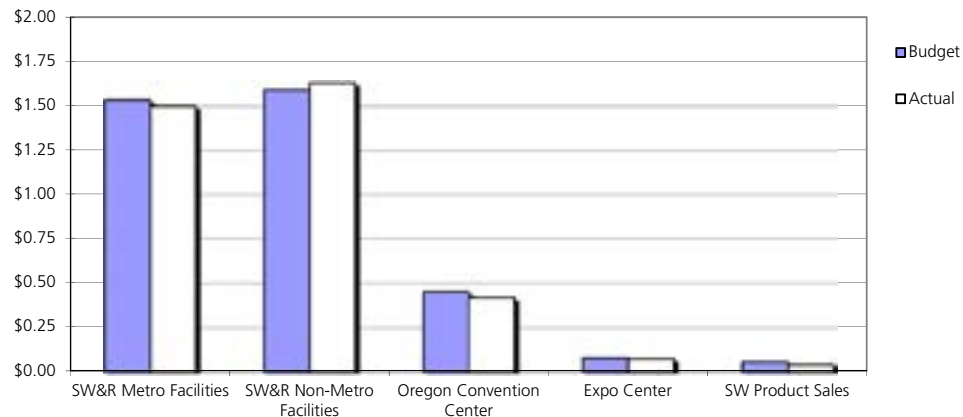
TLT supports OCC and Portland's operations and capital projects at OCC and Expo. OCC operations support will be \$11.2 million in FY 2017-18, approximately \$500,000 less than budget, due to the lower than expected increase in FY 2016-17 total collections. Portland's operations support will be \$1.4 million, as budgeted, based on CPI. Pooled capital is forecasted at \$6.7 million, however it is funded last and the total amount is not known until the end of the fiscal year.

FY 2017-18
program
revenues
tracking
budget

EXCISE TAX

Excise Tax Received Through September 30, 2017 - Budget vs. Actual

shown in millions



Overall excise tax revenues remain on target to meet or exceed budget. Solid waste excise tax is currently projected to exceed budget by approximately 1 percent. Non-tonnage excise tax is projected to come in 2 percent below budget. For more information, see the Property and Environmental Services revenues narrative (in the Departments section), or refer to the Excise Tax Appendix.

METRO OPERATING EXPENDITURES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$84,685,545	\$20,458,211	24.2%	\$83,399,853	98.5%	96.0%
Materials and Services	127,264,809	21,383,786	16.8%	122,924,009	96.6%	91.1%
Total Operating Expenditures	211,950,354	41,841,997	19.7%	206,323,861	97.3%	92.9%
Total Debt Service	0	0	0%	0	0.0%	0.0%
Total Capital Outlay	47,332,207	2,408,253	4.8%	38,784,707	81.0%	53.4%
Total Renewal and Replacement	6,377,533	193,021	3.0%	4,709,153	73.8%	40.6%
Total Expenditures	\$272,037,627	\$44,636,292	16.4%	\$254,526,874	93.6%	83.3%

METRO SUPPORT SERVICES EXPENDITURES

Expenditures	Budget	Actual YTD	YTD % of Budget	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$19,794,036	\$4,668,285	23.6%	23.6%	\$18,837,668	95.2%	93.0%
Materials and Services	7,922,698	1,315,614	16.6%	16.6%	6,744,798	85.1%	84.0%
Total Operating Expenditures	27,716,734	5,983,899	21.6%	21.6%	25,582,466	92.3%	89.9%
Total Capital Outlay	231,033	(22,860)	-9.9%	-9.9%	231,033	100.0%	56.6%
Total Renewal and Replacement	920,668	8,007	0.9%	0.9%	542,610		
Total Expenditures	\$28,868,435	\$5,969,046	20.7%	20.7%	\$26,356,108	91.3%	88.6%

DEPARTMENTS

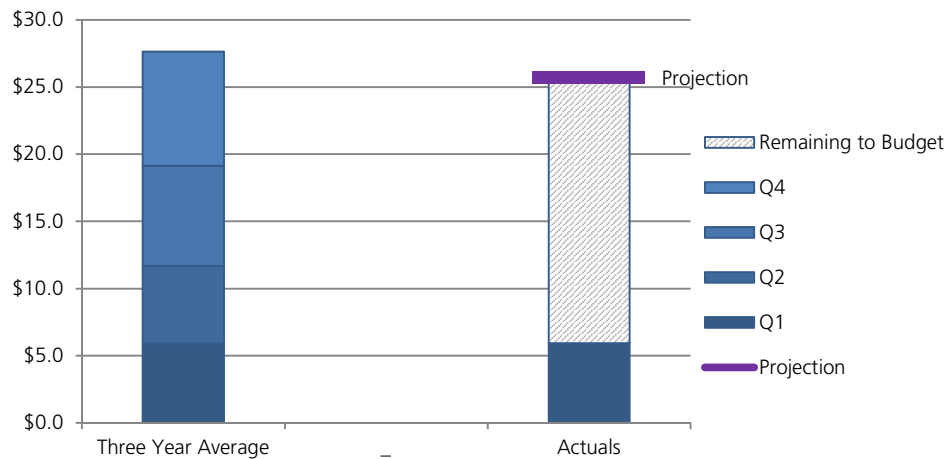
METROPOLITAN EXPOSITION RECREATION CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$73,959,769	\$11,184,325	15.1%	\$73,994,224	100.0%	124.6%
General Revenues	445,000	109,238	24.5%	520,000	116.9%	378.4%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Total Revenue	\$74,404,769	\$11,293,563	15.2%	\$74,514,224	100.1%	125.0%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$22,106,786	\$4,873,448	22.0%	\$21,717,924	98.2%	96.6%
Materials and Services	36,337,441	7,260,155	20.0%	35,362,865	97.3%	110.8%
Total Operating Expenditures	58,444,227	12,133,604	20.8%	57,080,789	97.7%	105.1%
Total New Capital	14,951,310	1,509,381	10.1%	14,695,798	98.3%	38.0%
Total Expenditures	\$73,395,537	\$13,642,985	18.6%	\$71,776,587	97.8%	93.6%

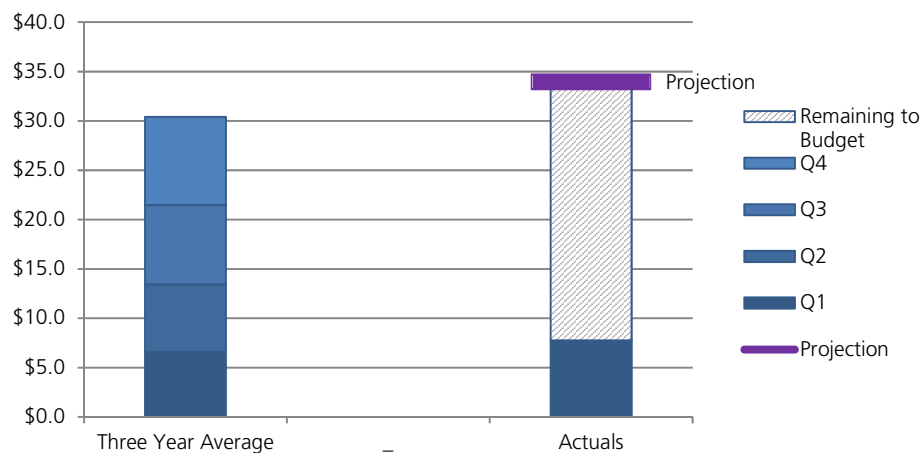
Oregon Convention Center- Program Revenues by Month

shown in millions



Oregon Convention Center- Expenditures by Month

shown in millions



OCC

First quarter Convention Center event related revenues closed 17 percent above first quarter 2016, thanks to a busy September. Attendance was up 22,000 in September, primarily due to Rose City Comic Con which has seen strong growth over the past few years and had 55,000 attendees in 2017, an increase of more than 30 percent. The food and beverage margin is at

**OCC received
\$300,000
contribution for
Apprenticeship
Development
Program**

15 percent, slightly below the budget of 17 percent. This is due to a slow July and August, but the margin is expected to increase during the busier months this winter. The Oregon Convention Center has exceeded rental revenue goals for the fiscal year. In addition, \$2 million will be received from the Visitor Facility Trust Account to incentivize large scale national events to choose Portland in future years.

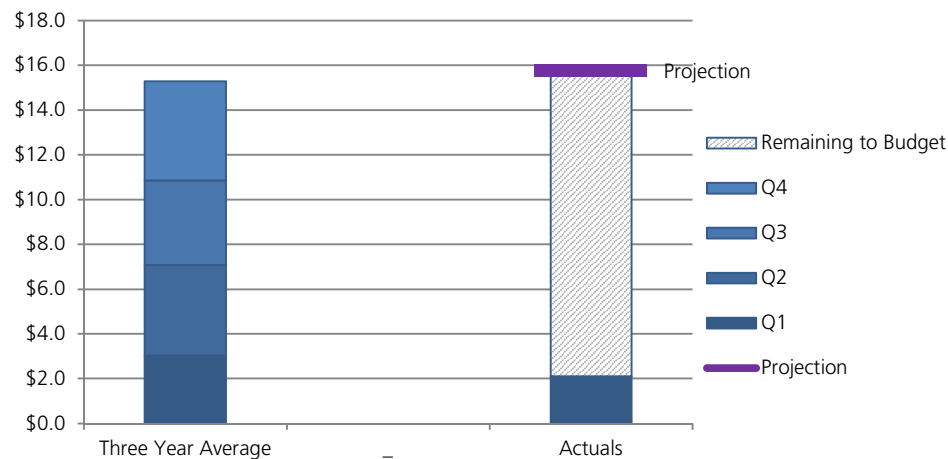
In other revenues, OCC received a \$300,000 contribution from Mortensen Construction for the Apprenticeship Development Program which will focus on equity and inclusion for the construction of the Hyatt Regency Convention Center hotel. This program was also supported by the Metro Council Opportunity Fund, with \$50,000 in FY 2016-17. The remaining costs of \$100,000 will be covered by OCC.

Venue expenses as a whole are 20 percent of annual budget. Significant expenses such as Expo's \$1 million debt service and OCC's \$2 million in additional marketing costs for national events have not yet been spent. Other operating expenses are in line with budget.

The OCC major facility remodel will begin this year, and has a fiscal year budget of \$6 million. It is expected to cost \$35 million overall and be completed prior to the opening of the new hotel in FY 2019-20. Other major projects in progress include a staff and setup supervisor support space renovation, CCTV replacement and loading dock improvements.

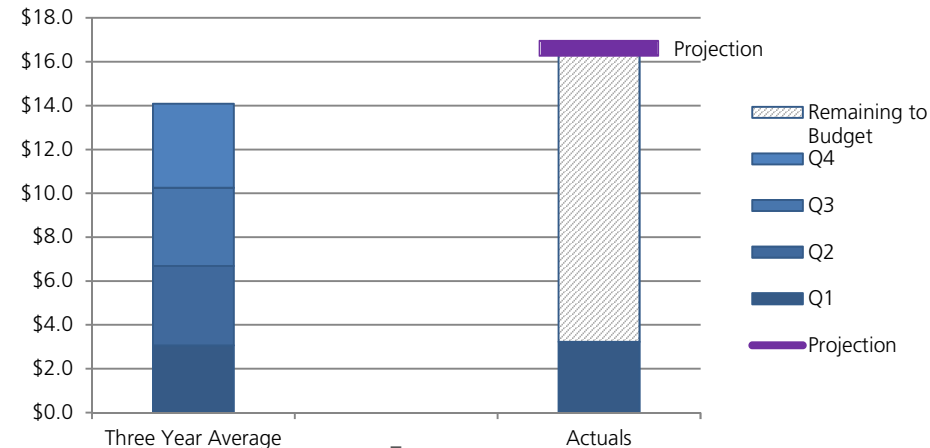
Portland's Centers for the Arts- Program Revenues by Month

shown in millions



Portland's Centers for the Arts- Expenditures by Month

shown in millions



Portland'5

The FY 2017-18 Broadway season at Portland'5 will run for nine weeks, including three weeks of Hamilton. While the Broadway season doesn't begin until November, season subscriptions are already sold out due to the anticipation of Hamilton. Portland'5 Presents has booked 34 shows thus far and anticipates booking a total of 44.

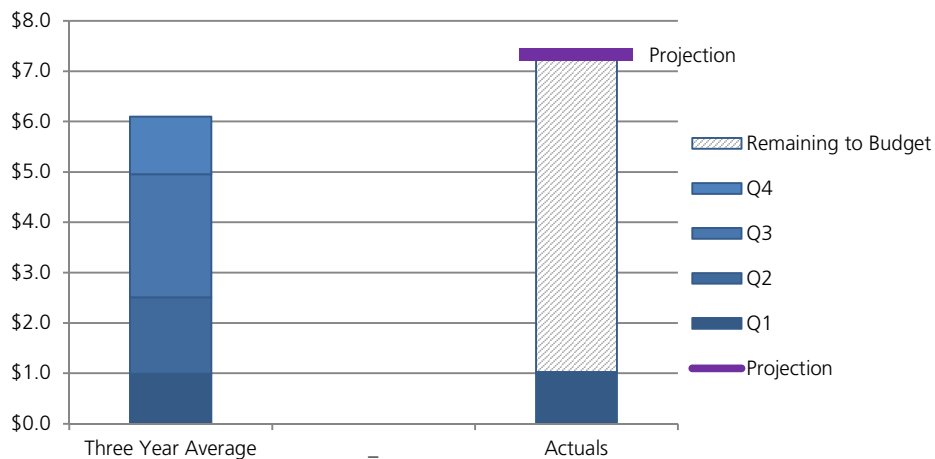
The first quarter was slow for Portland'5, however revenues are expected to increase and meet budget goals as the department enters the busier quarters of the year. The food and beverage margin is at 15 percent, which is below the budget of 21 percent, though it is expected to increase as the year progresses.

Portland'5 is proposing a digital system for acoustic applications to replace the Arlene Schnitzer Concert Hall orchestra shell. The total project cost is estimated to be \$3.2 million and be completed over two fiscal years, starting in FY 2017-18. Other major projects in progress include lighting overhauls in both the Newmark and Winningstad theaters and CCTV replacement.

Portland'5 Revenues projected to increase

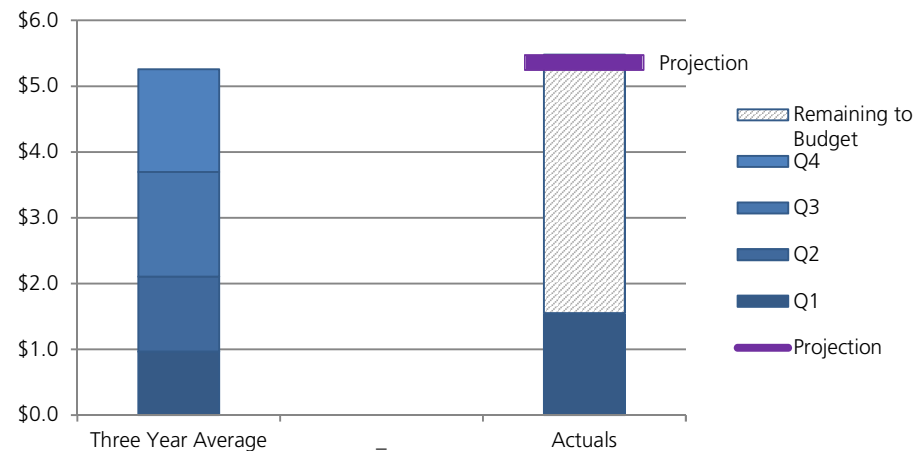
Portland Expo Center- Program Revenues by Month

shown in millions



Portland Expo Center- Expenditures by Month

shown in millions



Expo

Cirque du Soleil's "Kurios – Cabinet of Curiosities" had a fantastic run and is expected to close at almost \$1 million, nearly 50 percent above budget. The event had 47 performances and nearly 85,000 attendees. Most revenue is not reflected in the first quarter financials as the show did not close until early October.

**Expo completed
another
successful
Cirque run**

The Metropolitan Tourism Opportunity and Competitiveness Account, a transfer from Metro’s General Fund, was increased this fiscal year to \$400,000 to support marketing and campus enhancement initiatives.

The Expo Center Halls D and E roof replacement project is nearly complete. Other major projects in progress include the new Hall A shore power and connector glass door.

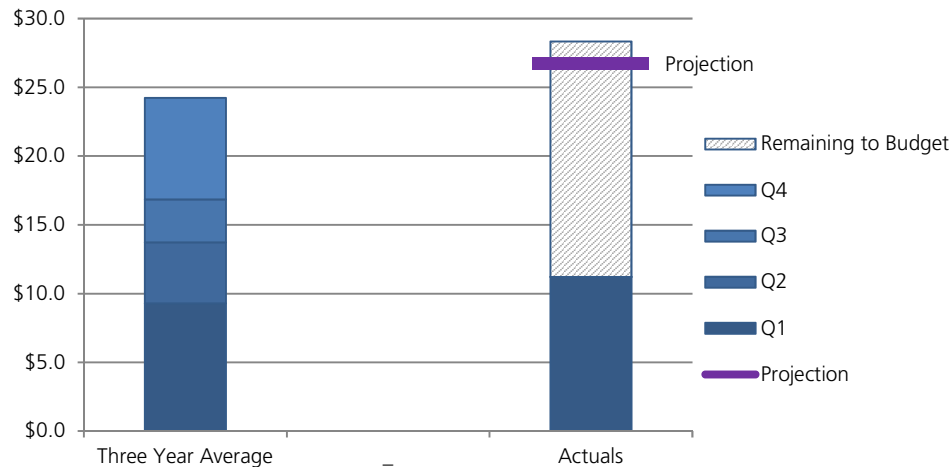
OREGON ZOO

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$29,235,753	\$11,252,222	38.5%	\$39,461,397	135.0%	98.7%
General Revenues	225,000	98,575	43.8%	25,000	11.1%	140.4%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	3,100	0.0%	0	0.0%	83.7%
Total Revenue	\$29,460,753	\$11,353,897	38.5%	\$39,486,397	134.0%	95.9%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$22,511,289	\$6,006,188	26.7%	\$22,311,693	99.1%	97.6%
Materials and Services	13,922,112	4,496,660	32.3%	\$13,918,680	100.0%	101.3%
Total Operating Expenditures	36,433,401	10,502,849	28.8%	36,230,373	99.4%	99.0%
Total Debt Service	0	0	0.0%	0	0.0%	0.0%
Total New Capital	3,810,000	35,562	0.9%	3,945,000	103.5%	56.9%
Total Renewal and Replacement	1,625,100	118,980	7.3%	775,100	47.7%	37.4%
Total Expenditures	\$41,868,501	\$10,657,390	25.5%	\$40,950,473	97.8%	91.6%

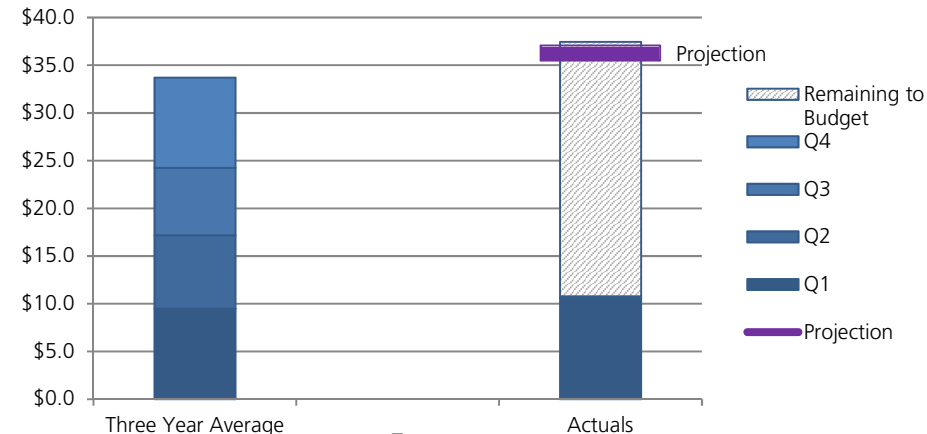
Oregon Zoo- Program Revenues by Month

shown in millions



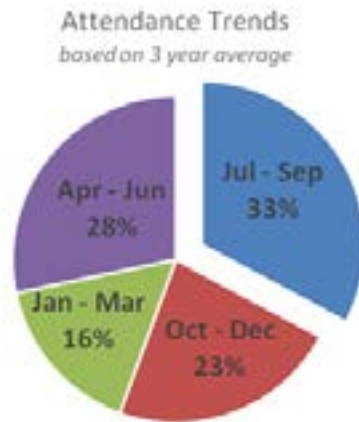
Oregon Zoo- Expenditures by Month (excluding Zoo Bond)

shown in millions



Revenues

First quarter attendance exceeds the three year average but lags both prior year and budget projections, with a total of 539,612 visitors to the Oregon Zoo. In September, the Oregon Zoo launched the Zoo for All program (for low income individuals and families) used by 6,871, or 6 percent, of the attendees. The first quarter typically represents 33 percent of overall annual attendance (see chart below). Lower attendance, and associated revenues, year over year can be attributed to fewer concerts. An exciting partnership with the Oregon Symphony is expanding the reach of the concert series to a new audience. Per capita results on Enterprise Revenues are strong compared to the prior year, specifically in food and beverage, due to summer picnics and the success of hosting popular local food carts.



**Oregon Zoo
launched
Zoo for All
program in
September**

The FY 2017-18 budget assumes 1.65 million guests. Early fiscal year projections predict 1.57 million as a more realistic target. An even more accurate picture will be available in the second quarter as ZooLight results become available. Additionally, staff will continue to encourage a boost in attendance by hosting events on historically low attended nights, such as Oktoberfest and BrewLights. Construction on the final bond projects begin in early spring and may negatively impact attendance. Staff are proactively enhancing the guest experience in an effort to combat any decrease.

Operating Expenditures

Expenditures overall are in line with current year trends and budget. The largest variance is associated with the water bill, \$126,000 more than budget due to a water break in July of which a \$50,000 rebate is anticipated. The Guest Services division is using attendance and activity forecasts to optimize business decisions and labor use during the upcoming ZooLights. The Facilities division brought in contractors to conduct several assessments this fiscal year; including a facilities condition report for the offsite condor facility, an assessment on life support infrastructure, and technology infrastructure. In addition to the facilities condition report conducted in the prior year on the zoo campus, these assessments are an aid to planning for spending on Renewal and Replacement.

Initial estimates on several roofing projects are coming in very high and the capital projects oversight committee will be weighing potential options for moving forward. Other renewal and replacement projects include an Endoscopy Cart for the Veterinary Medical Center and the Website Redesign.

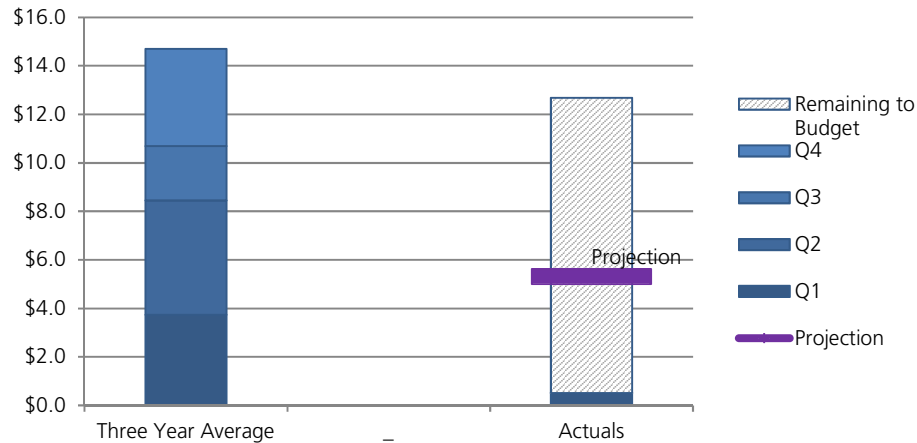
An infusion of funds from the Oregon Zoo Foundation is enabling several exciting capital projects, such as the giraffe feeding station, cameras in animal areas, amphitheater tier remodel, and several improvements to exhibits, which will increase animal welfare and safety.

OREGON ZOO INFRASTRUCTURE AND ANIMAL WELFARE BOND

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$782,395	\$152,866	19.5%	\$631,466	80.7%	94.2%
Materials and Services	15,000	8,978	59.9%	375,000	2500.0%	1257.1%
Total Operating Expenditures	797,395	161,845	20.3%	1,006,466	126.2%	117.2%
Total Debt Service	0	0	0%	0	0.0%	0.0%
Total Capital Outlay	11,880,679	351,028	3.0%	4,300,000	36.2%	75.7%
Total Expenditures	\$12,678,074	\$512,873	4.0%	\$5,306,466	41.9%	78.4%

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month

shown in millions



Design work for Polar Passage and Primate Forest is in progress

Spending on the zoo bond program is substantially below the three-year average, due to a scheduled low level of construction activity. Education Center construction was substantially completed at the end of the prior fiscal year and design work is currently being performed for the combined Polar Passage and Primate Forest project. Construction is slated to begin in the spring, which will bring a corresponding increase in capital outlay. The bond program is also funding the replacement of a critical backup generator that will be installed in late winter.

PARKS AND NATURE

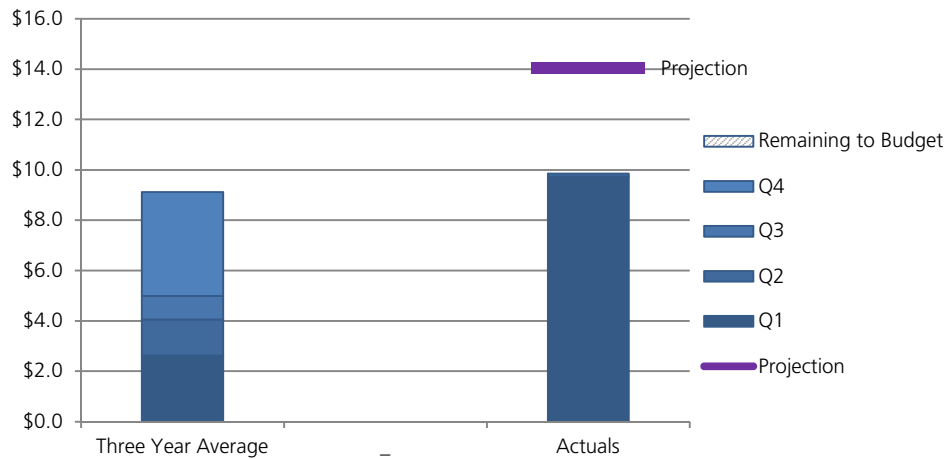
Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$6,399,330	\$9,731,415	152.1%	\$14,024,931	219.2%	135.9%
General Revenues	14,475,983	112,565	0.8%	14,453,814	99.8%	116.6%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	355,342	0.0%	335,473	0.0%	0.0%
Total Revenue	\$20,875,313	\$10,199,321	48.9%	\$28,814,218	138.0%	132.9%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$12,386,633	\$3,097,710	25.0%	\$12,265,113	99.0%	95.4%
Materials and Services	14,164,247	1,353,016	9.6%	13,716,445	96.8%	75.4%
Total Operating Expenditures	26,550,880	4,450,727	16.8%	25,981,558	97.9%	81.1%
Debt Service	-	-	0.0%	0	0.0%	0.0%
Capital Outlay	19,262,902	695,296	3.6%	15,684,112	81.4%	50.5%
Renewal and Replacement	1,365,278	33,526	2.5%	1,353,171	99.1%	54.2%
Total Expenditures	\$47,179,060	\$5,179,549	24.3%	\$43,018,841	91.2%	66.9%

	Budget	YTD	YTD % of Budget	Year-End Projection	% of Budget
General Fund	\$8,831,166	\$2,066,344	23.4%	\$8,818,498	99.9%
Natural Areas Fund	\$16,766,257	\$768,299	4.6%	\$14,078,803	84.0%
Local Option Levy Fund	\$12,450,136	\$1,538,443	12.4%	\$11,512,296	92.5%
Glendoveer Subfund	\$2,893,290	\$594,773	20.6%	\$2,879,358	99.5%

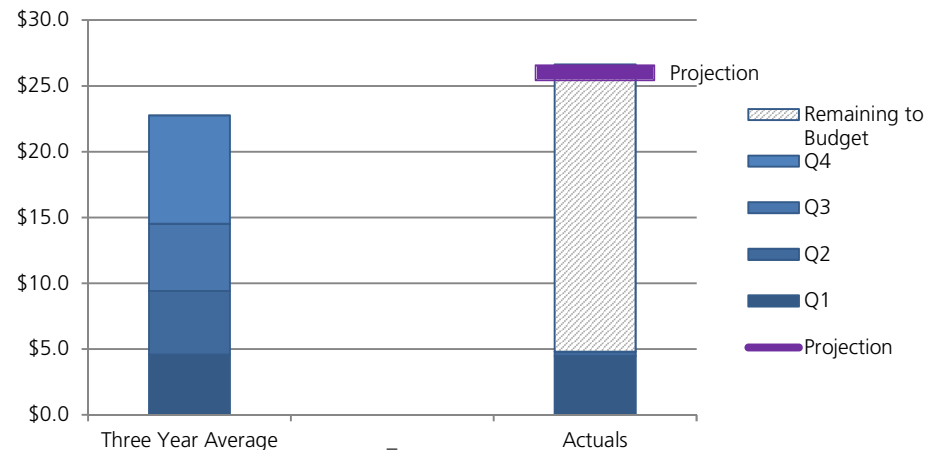
Parks and Nature- Program Revenues by Month

shown in millions



Parks and Nature- Expenditures by Month

shown in millions



Revenues

A majority of the department's annual revenues and expenses occur between April and September. Although this can be a predictable cycle, the Parks and Nature's revenue spiked dramatically in the first quarter of FY 2017-18 due to an influx of funding (\$7,500,000), from the State of Oregon, for the Willamette Falls project. Also, weather was in the agency's favor and extended the summer season. The Parks and Nature program revenues, without the above mentioned funds, are projected to come in above budget by 2.0 percent (\$126,000).

The General Fund's most significant program revenue streams, excluding Glendoveer, are RV Fees, Boat Launch Fees and Admission Fees which are all very healthy and expected to come in near budget.

Glendoveer's revenue is projected to come in under budget by 7 percent (\$218,000) and will come in close to the three-year historical average. Budgeted revenues were based on prior year results and although a hot September was great for some of our local parks, golf fees are hindered by extreme weather and by the lowered air quality from smoke that was generated by wildfires.

Other noteworthy General Fund program revenues include Cemetery Program revenue, which is currently in line with budget. Conservation Program revenues are primarily from space and building rentals. Both of these are projected to come in above budget by 49.5 percent

(\$151,000) and 1.3 percent (\$7,000), respectively. Revenues have increased because of inventory, rate setting and good weather. Both of these are also well above the three-year average, and for the same reasons.

The Natural Areas Bond and Parks and Natural Areas Local Option Levy revenues are expected to come in near budget.

As mentioned above, the Willamette Falls Capital Fund received a cash infusion from the State of Oregon to help with the demolition and construction of the Willamette Falls Legacy Project. This agreement was signed at the end of the prior fiscal year after the FY 2017-18 budget was finalized and therefore was not included in the prior year's budget.

Revenue generated from investments, interest income, and both realized and unrealized gains and losses, are about 6 percent below budget.

Expenditures

Parks and Nature operating expenses through the end of September 2017 were at 17 percent of budget, which is slightly less than expected for this point in the year. The three-year average shows approximately 20 percent of the budget is typically utilized by the end of the first quarter, as highlighted in the expenditure graph. Total Parks and Nature operational expenditures are projecting to come in slightly below budget expectations (98 percent).

The Natural Areas Bond's operational activities are expected to come in on budget. The Bond's capital expenditures for land acquisitions at the end of the first quarter has been minimal. This delay is due to timing. There are properties that are in the final stages of closing as of the end of the first quarter. Natural Area's oversight committee has had improved success with land acquisitions and capital construction investments and as a result capital expenditures are projected at 77 percent of budget.

The Local Option Levy's operational and capital activities are expected to come within 93 percent of budget. Natural area restoration and maintenance projects in the Levy Program are progressing as planned but a few projects that were never initiated have been rescheduled and the timeline pushed forward based on the a few necessary facility condition assessments to prioritize work. This is the last year of the five-year local option levy and the focus is on finishing projects by the end of the year.

The Visitor Services Operations program operating expenditures in the General Fund followed seasonal patterns. Seasonal labor costs have become larger due to wage increases and additional hours required to meet the needs of operational sites. To adapt to this increase, management has made decisions to use some of the materials and services budget and not fill key open positions. Parks and Nature general fund spending is projected to come in on budget.

The Cemetery Program expenditures are tracking historical expenditure patterns and year-end expenditures are expected to be close to budget.

Parks and Nature spent 4 percent of its total capital budget in the first quarter. This low level of spending is mostly driven by the Natural Area Bond's lack of spending on acquisitions, and by the Willamette Falls Legacy Project's stalled capital spending because of partner renegotiations. More spending is expected during winter months and expectations are that by the end of the fiscal year, the department will spend approximately 80 percent of their capital budget. This is due to the anticipation that the Willamette Falls project will start moving and stabilization and acquisition will catch up with anticipated project budgets. The General Fund Renewal and Replacement Fund, for Parks and Nature, is expected to be fully drawn down due to the large projects that are underway now that the summer season is completed.

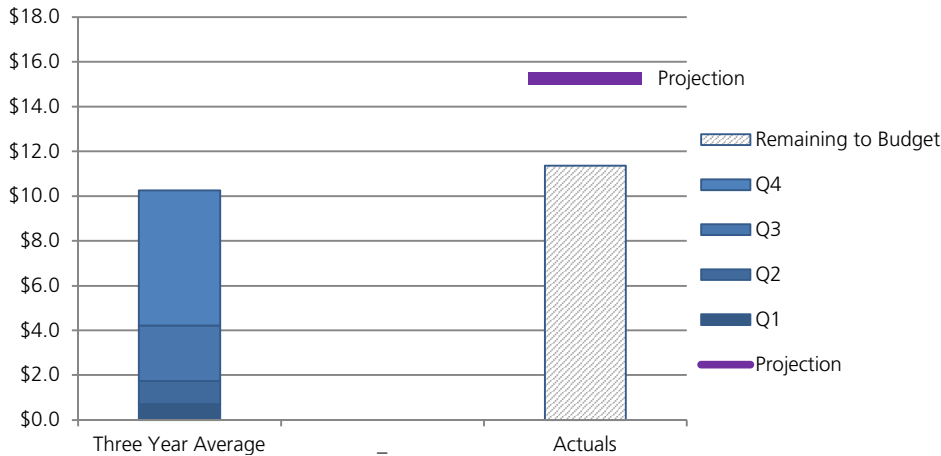
PLANNING AND DEVELOPMENT

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$11,362,427	\$0	0.0%	\$13,119,493	115.5%	85.5%
General Revenues	0	0	0.0%	170,000	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
All Revenue	\$11,362,427	\$0	0.0%	\$13,289,493	117.0%	86.1%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$7,489,484	\$1,723,955	23.0%	\$7,250,000	96.8%	95.4%
Materials and Services	9,109,999	388,862	4.3%	8,023,775	88.1%	50.7%
Total Expenditures	\$16,599,483	\$2,112,817	12.7%	\$15,273,775	92.0%	67.7%

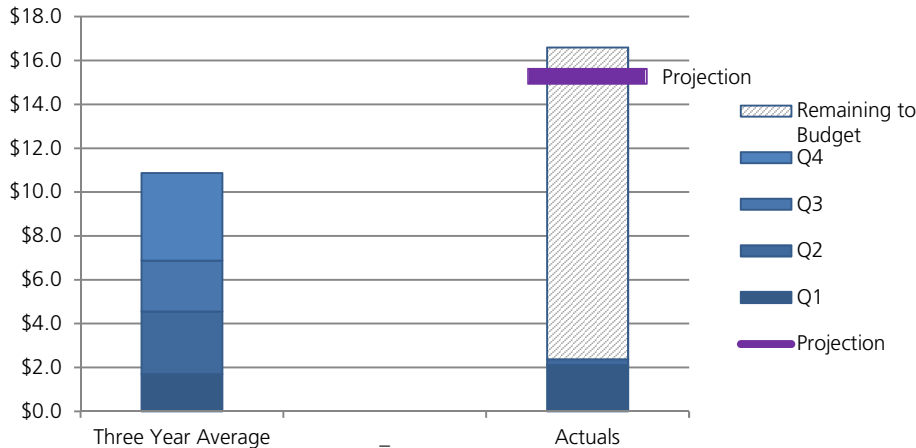
Planning and Development- Program Revenues by Month

shown in millions



Planning and Development- Expenditures by Month

shown in millions



Revenues

Planning revenues for the fiscal year ending June 30, 2018, are projected at \$13.3 million, or 117 percent of the \$11.4 million budget. Operating revenues are made up primarily of grant revenue and government contributions (\$13.1 million forecasted). This includes the ODOT/TriMet MPO funding, the annual TriMet payment supporting the TOD program, the local funding of the SW Corridor and Powell-Division projects, and the grants funding the Regional Travel Options program, among other smaller projects. In the first quarter, funding is almost exclusively made of grant funds. However, without an approved federal rate the department has not yet been able to bill for work done. That approval will allow billing to proceed beginning in the second quarter

Expenditures

Contractor work on the RTO ODOT grant was not budgeted since it was not foreseen that the grant would be extended. This has added to overall expenditures. Also, additional costs on the Southwest Corridor, for work done in FY 2016-17, came due in the present fiscal year. However, offsetting these additional costs, actual costs for Transit Oriented Development is projected at about 50 percent of budget. Planning and Development spending for the fiscal year is expected to end the year at 92 percent of the \$16.6 million budget (\$15.3 million) and 68 percent of the three-year average.

PROPERTY AND ENVIRONMENTAL SERVICES

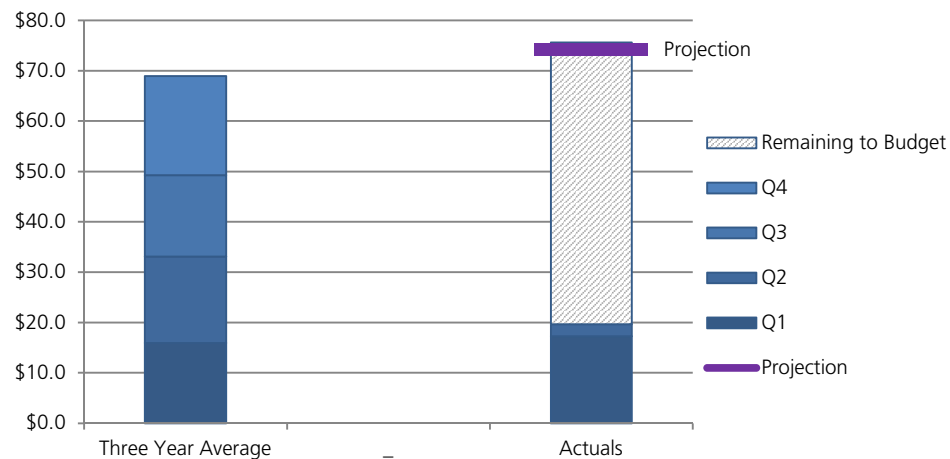
Revenues	Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$75,589,161	\$17,263,575	22.8%	74,230,875	98.2%	103.1%
General Revenues	402,600	101,176	25.1%	403,126	100.1%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	1,410	0.0%	1,410	0.0%	0.0%
Total Revenue	\$75,991,761	\$17,366,161	22.9%	\$74,635,411	98.2%	103.4%

Expenditures	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	Year-end % of Budget	3-year Average
Personal Services	\$15,860,037	\$3,783,629	23.9%	\$15,678,657	98.9%	94.9%
Materials and Services	51,861,430	7,642,644	14.7%	50,521,963	97.4%	92.8%
Total Operating Expenditures	67,721,467	11,426,273	16.3%	66,200,620	93.1%	93.2%
Debt Service	-	-	0.0%	0	0.0%	0.0%
Capital Outlay	4,684,849	10,006	0.2%	4,868,950	103.9%	35.8%
Renewal and Replacement	3,387,155	40,516	1.2%	2,580,882	76.2%	
Total Expenditures	\$75,793,471	\$11,476,795	15.1%	\$73,650,452	97.2%	88.1%

	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	% of Budget
General Fund	\$2,548,484	569,327	22.3%	\$2,511,145	98.5%
Solid Waste Revenue Fund	\$68,549,126	10,829,203	15.8%	\$66,929,734	97.6%
General Asset Management Fund	\$3,387,155	40,516	1.2%	\$2,580,882	76.2%

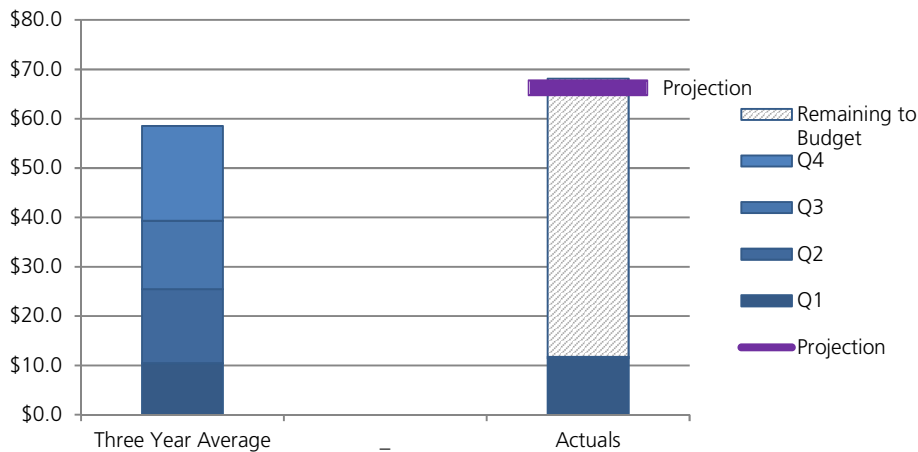
Property and Environmental Services- Program Revenues by Month

shown in millions



Property and Environmental Services- Expenditures by Month

shown in millions



Revenues

The FY 2017-18 overall Property and Environmental Services Department program revenues are projected to end the year slightly under budget (by 2 percent). The majority of program revenue is driven by tonnage processed at Metro and non-Metro facilities. At the end of the first quarter, tonnage is projected to come in very close to budgeted tonnage for the year and is trending at approximately 11 percent above the three-year historical average. Economic conditions were considered during the budget process and set expectations of increased revenue from a healthy construction economy and from population growth.

However, it is important to note that both residential and commercial organic tonnages are expected to come in at, respectively, about 9 percent and 1 percent below budget. Residential organics has been low coming into the stations due to tonnage diversions to other regions and a dry summer that creates less overall debris. In addition, there is still a limited market for raw wood, all other wood (painted, treated and engineered wood), which must now be managed as garbage at Metro's two transfer stations.

The Community and Enhancement revenues are projecting to come in approximately on budget and Host fees are expected to come in at approximately 5 percent (\$40,000) below budget. Host Fees are set high in the budget to act as a contingency in case tonnage is higher than expected.

Parking fee revenue generated from Metro Regional Center is projecting to come in above budget by 6 percent (\$57,000) due to a new leasing arrangement with Land Rover. This is 17 percent higher than the three-year average. Latex Paint sales are trending about 2 percent (\$45,000) below budget but just slightly above the three-year average at 1 percent (\$15,000).

Expenditures

Based on first quarterly results, Property and Environmental Services year-end projections for personnel services and materials and services are trending toward 99 percent and 97 percent, respectively, of budget. This spending is just above the three-year historical trend. This was expected, as increased program and operational costs grow with the economic environment and rising personal service costs add to overall expenditures.

Tonnage-related expenses are projected to come in for the year 1 percent, or \$412,000, above budget due to unexpected fires in the region that created changes to how and where waste was taken to landfills. Savings in contracted professional services should cover the overage, as some program costs have come in below budgeted expectations or have been put on hold or canceled.

Tonnage is trending 11 percent above three-year historical average

Operating expenditures under the General Fund largely driven by Metro Building Operations and the Construction Project Management Office programs are projected to come in under budget by 2 percent (\$37,000).

Community Enhancement Fund's expenditures have been projected to come in on budget during the first quarter forecast. These monies are awarded to a grantee or passed through to the host and are expected to be fully spent. As the year continues, Metro will be able to evaluate the timing of payments and be able to ascertain the amount of awards that will be fully spent by the end of the fiscal year.

The department spent less than 5 percent of its capital budget during the first quarter of FY 2017-18. Capital spending during the first quarter is usually modest as capital projects are still going through needs assessments or are in a scoping phase. About 61 percent of the capital budget is related to Solid Waste Operations. The department expects unusually large spending this winter due to the installation of the two new compactors which are budgeted at \$1.6 million each. Capital projects in the renewal and replacement fund and the capital fund are related to the Metro Regional Center Building and the Fleet Vehicle Replacement Project and are expected to be completed by year end.

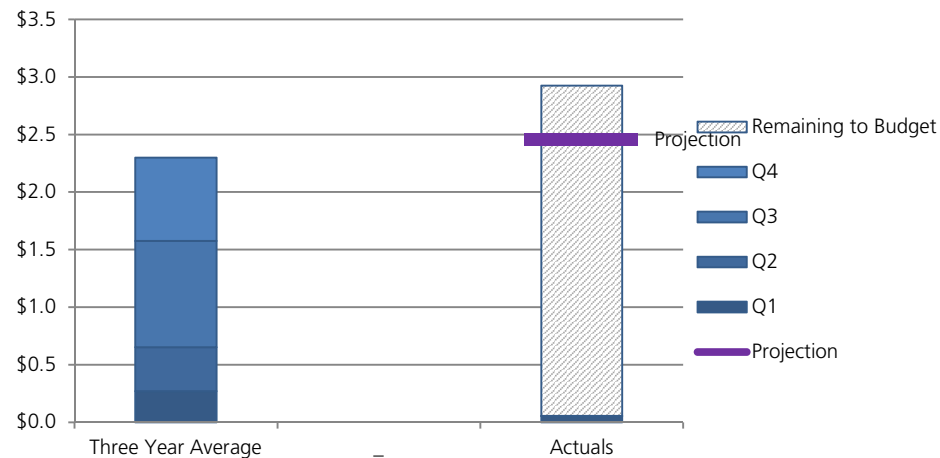
RESEARCH CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$2,923,784	\$52,913	1.8%	\$2,458,492	84.1%	76.7%
General Revenues	0	0	0.0%	0	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Total Revenues	\$2,923,784	\$52,913	1.8%	\$2,458,492	84.1%	76.7%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$3,548,921	\$820,413	23.1%	\$3,545,000	99.9%	90.3%
Materials and Services	974,580	233,471	24.0%	975,280	100.1%	75.5%
Total Expenditures	\$4,523,501	\$1,053,884	23.3%	\$4,520,280	99.9%	86.6%

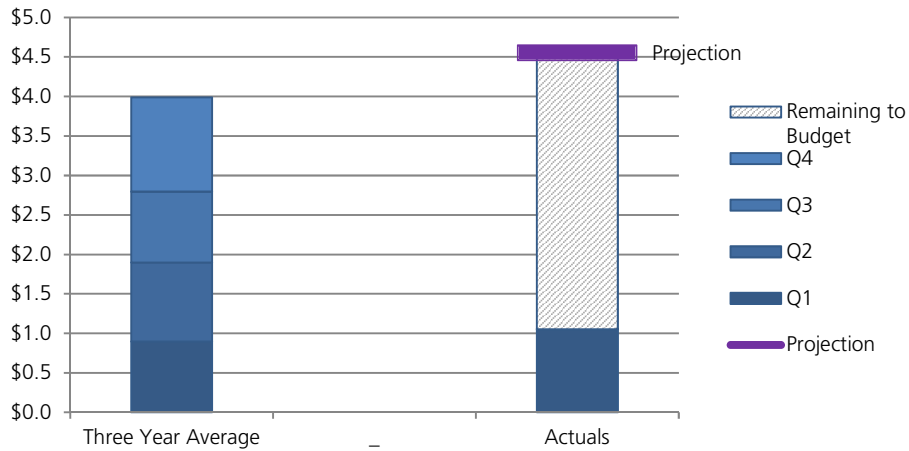
Research Center- Program Revenues by Month

shown in millions



Research Center- Expenditures by Month

shown in millions



Revenues

Research Center revenues for the fiscal year ending June 30, 2018 are projected at \$2.5 million, or 84 percent of the \$2.9 million budget. Program revenues are primarily made up of the ODOT/TriMet MPO funding (\$2.0 million forecasted) and the charges for services category (\$420,000 forecasted), the latter of which includes sales and contract revenue, the RLIS subscription revenue, and the aerial photo consortium billings.

Expenditures

Research Center spending for the fiscal year is expected to come in approximately on budget (of \$4.5 million).

SUPPORT DEPARTMENTS EXPENDITURES

COUNCIL

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$4,012,400	\$961,727	24.0%	\$3,826,375	95.4%	93.1%
Materials and Services	858,475	76,135	8.9%	488,790	56.9%	59.5%
Total Expenditures	\$4,870,875	\$1,037,862	21.3%	\$4,315,165	88.6%	85.2%

AUDITOR

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$712,834	\$156,756	22.0%	\$630,000	88.4%	80.4%
Materials and Services	38,500	1,556	4.0%	30,800	80.0%	74.7%
Total Expenditures	\$751,334	\$158,311	21.1%	\$660,800	88.0%	80.1%

OFFICE OF METRO ATTORNEY

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$2,529,281	\$622,622	24.6%	\$2,445,078	96.7%	97.8%
Materials and Services	73,490	7,512	10.2%	59,466	80.9%	79.0%
Total Expenditures	\$2,602,771	\$630,134	24.2%	\$2,504,544	96.2%	97.2%

COMMUNICATIONS

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$1,724,943	\$426,863	24.7%	\$1,697,452	98.4%	87.2%
Materials and Services	208,479	12,874	6.2%	175,485	84.2%	105.8%
Total Expenditures	\$1,933,422	\$439,737	22.7%	\$1,872,937	96.9%	87.8%

FINANCE AND REGULATORY SERVICES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	4,337,511	1,010,040	23.3%	4,040,161	93.1%	93.4%
Materials and Services	4,865,433	914,816	18.8%	4,460,800	91.7%	90.3%
Total Operating Expenditures	9,202,944	1,924,856	20.9%	8,500,962	92.4%	90.6%
Total New Capital	0	0	0%	0	0.0%	100.0%
Total Renewal and Replacement	0	0	0%	0	0.0%	0.0%
Total Expenditures	\$9,202,944	\$1,924,856	20.9%	\$8,500,962	92.4%	91.0%

HUMAN RESOURCES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$2,666,899	\$601,576	22.6%	\$2,411,277	90.4%	91.9%
Materials and Services	349,815	89,170	25.5%	390,489	111.6%	102.2%
Total Expenditures	\$3,016,714	\$690,746	22.9%	\$2,801,766	92.9%	93.5%

INFORMATION SERVICES

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	3,810,168	888,701	23.3%	3,787,323	99.4%	97.8%
Materials and Services	1,528,506	213,551	14.0%	1,138,968	74.5%	80.9%
Total Operating Expenditures	5,338,674	1,102,253	20.6%	4,926,292	92.3%	92.9%
Total New Capital	231,033	(22,860)	-9.9%	231,033	100.0%	55.8%
Total Renewal and Replacement	920,668	8,007	0.9%	542,610	58.9%	52.5%
Total Expenditures	\$6,490,375	\$1,087,399	16.8%	\$5,699,934	87.8%	85.6%

NON-DEPARTMENTAL EXPENDITURES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$118,209	\$31,333	26.5%	\$116,670	98.7%	0%
Materials and Services	4,181,880	287,247	6.9%	2,929,152	70.0%	62.7%
Total Operating Expenditures	4,300,089	318,580	7.4%	3,045,822	70.8%	62.7%
Total Debt Service	44,899,768	1,336,109	3.0%	44,003,762	98.0%	156.5%
Total Capital Outlay	29,340	0	0.0%	29,340	100.0%	35.0%
Total Expenditures	\$49,229,197	\$1,654,688	3.4%	\$47,078,924	95.6%	146.3%

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

- \$132,234 to the outside financial auditors
- \$158,540 to Construction Excise Tax payments
- \$48,727 spent on the Transportation Funding Strategy
- \$1,868 spent on Community Partnerships
- \$87,333 for spending on all sponsorships, through the first quarter, includes:
 - \$25,000 for the Regional Arts and Culture Council
 - \$50,000 for Greater Portland, Inc.
 - \$12,333 for Regional Disaster Preparedness
- \$9,050 to the general Metro sponsorship account through the first quarter



APPENDIX A – Fund Tables, year to year comparison

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

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$34,242,243	\$39,786,597			\$39,786,597		
Program Revenues	22,668,520	1,712,365	7.6%	13.2%	24,116,977	106.4%	87.5%
General Revenues	37,195,857	3,876,212	10.4%	11.2%	36,926,167	99.3%	104.4%
Transfers	37,017,456	9,017,360	24.4%	17.4%	37,017,456	100.0%	85.8%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	19,869	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	96,881,833	14,625,806	15.1%	14.1%	98,060,600	101.2%	92.7%
Total Resources	\$131,124,076	\$54,412,403			\$137,847,197		
Requirements							
Operating Expenditures	\$63,412,259	\$11,964,220	18.9%	18.3%	\$55,808,325	88.0%	83.0%
Debt Service	2,011,850	0	0.0%	0.0%	2,011,850	100.0%	100.0%
Capital Outlay	209,340	6,188	3.0%	9.3%	55,000	26.3%	56.5%
Interfund Transfers	17,315,624	5,356,303	30.9%	30.2%	17,042,642	98.4%	98.4%
Intrafund Transfers	17,156,816	4,443,441	25.9%	20.4%	13,626,193	79.4%	79.4%
Contingency	2,375,198	0			-		
Subtotal Current Expenditures	102,481,087	21,770,152	21.2%	19.5%	88,544,010	86.4%	81.8%
Unappropriated Balance	28,642,989	32,642,251			49,303,187		
Total Requirements	\$131,124,076	\$54,412,403			\$137,847,197		

General Asset Management Fund, as of September 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$12,889,218	\$13,676,840			\$13,676,840		
Program Revenues	36,001	7,507,125	20852.5%	2.7%	7,507,125	20852.5%	1122.8%
General Revenues	26,955	34,845	129.3%	-107.8%	34,845	129.3%	253.9%
Transfers	3,448,670	427,169	12.4%	15.7%	3,204,540	92.9%	92.9%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	335,473	0.0%	0.0%	335,473	0.0%	0.0%
Subtotal Current Revenues	3,511,626	8,304,612	236.5%	14.7%	11,081,983	315.6%	144.8%
Total Resources	\$16,400,844	\$21,981,452			\$24,758,823		
Requirements							
Operating Expenditures	\$2,565,675	\$149,965	5.8%	3.8%	\$0	0.0%	55.9%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	7,605,564	39,528	0.5%	3.7%	3,950,271	51.9%	47.0%
Interfund Transfers	222,500	0	0.0%	0.0%	222,500	100.0%	100.0%
Intrafund Transfers	0	0	0.0%	100.0%	0	0.0%	100.0%
Contingency	6,007,105	0			-		
Subtotal Current Expenditures	16,400,844	189,493	1.2%	1.8%	4,172,771	25.4%	33.6%
Unappropriated Balance	0	21,791,959			20,586,052		
Total Requirements	\$16,400,844	\$21,981,452			\$24,758,823		

MERC Fund, as of September 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$59,543,671	\$58,423,839			\$58,423,839		
Program Revenues	73,959,769	11,184,325	15.1%	17.4%	73,844,224	99.8%	124.6%
General Revenues	445,000	109,238	24.5%	-87.0%	520,000	116.9%	378.4%
Transfers	400,000	99,999	25.0%	23.1%	400,000	100.0%	92.4%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	74,804,769	11,393,562	15.2%	17.2%	74,764,224	99.9%	124.4%
Total Resources	\$134,348,440	\$69,817,401			\$133,188,063		
Requirements							
Operating Expenditures	\$59,324,227	\$12,133,604	20.5%	21.6%	\$57,080,789	96.2%	105.1%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	14,071,310	1,509,381	10.7%	7.2%	14,695,798	104.4%	38.0%
Interfund Transfers	5,830,412	1,157,788	19.9%	8.1%	5,830,412	100.0%	98.4%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	55,122,491	0			53,413,386		
Subtotal Current Expenditures	134,348,440	14,800,773	11.0%	11.8%	131,020,385	97.5%	66.0%
Unappropriated Balance	0	55,016,628			2,167,678		
Total Requirements	\$134,348,440	\$69,817,401			\$133,188,063		

Natural Areas Fund, as of September 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$25,065,140	\$16,426,032			\$16,426,032		
Program Revenues	0	26,491	0.0%	229.8%	26,491	0.0%	634.0%
General Revenues	351,700	35,261	10.0%	5.0%	299,036	85.0%	102.7%
Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	351,700	61,751	17.6%	167.5%	325,527	92.6%	266.8%
Total Resources	\$25,416,840	\$16,487,784			\$16,751,559		
Requirements							
Operating Expenditures	\$5,160,947	\$582,307	11.3%	21.5%	\$5,150,080	99.8%	74.6%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	11,605,310	185,992	1.6%	32.3%	8,928,723	76.9%	51.3%
Interfund Transfers	2,980,462	439,704	14.8%	10.1%	2,980,462	100.0%	98.0%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	4,000,000	0			4,000,000		
Subtotal Current Expenditures	23,746,719	1,208,003	5.1%	19.6%	21,059,265	88.7%	43.1%
Unappropriated Balance	1,670,121	15,279,781			(4,307,706)		
Total Requirements	\$25,416,840	\$16,487,784			\$16,751,559		

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

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$3,712,100	\$4,366,738			\$4,366,738		
Program Revenues	953,000	57,254	6.0%	8.3%	953,000	100.0%	139.6%
General Revenues	10,000	7,267	72.7%	-81.7%	10,000	100.0%	258.5%
Transfers	877,400	154,974	17.7%	14.8%	877,400	100.0%	79.7%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	1,840,400	219,495	11.9%	11.1%	1,840,400	100.0%	96.4%
Total Resources	\$5,552,500	\$4,586,233			\$6,207,138		
Requirements							
Operating Expenditures	\$1,010,000	\$54,156	5.4%	0.0%	\$1,010,000	100.0%	53.6%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	4,405,100	100,386	2.3%	0.6%	4,405,100	100.0%	52.0%
Interfund Transfers	0	0	0.0%	0.0%	0	0.0%	100.0%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	137,400	0			137,400		
Subtotal Current Expenditures	5,552,500	154,542	2.8%	0.4%	5,552,500	100.0%	46.3%
Unappropriated Balance	0	4,431,691			654,638		
Total Requirements	\$5,552,500	\$4,586,233			\$6,207,138		

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

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$33,286,978	\$35,027,342			\$35,027,342		
Program Revenues	0	0	0.0%	0.0%	0	0.0%	0.0%
General Revenues	200,000	85,486	42.7%	-61.8%	341,942	171.0%	127.6%
Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	10,000,000	0.0%	83.7%
Subtotal Current Revenues	200,000	85,486	42.7%	-61.8%	10,341,942	5171.0%	77.2%
Total Resources	\$33,486,978	\$35,112,827			\$45,369,284		
Requirements							
Operating Expenditures	\$797,395	\$161,845	20.3%	23.1%	\$1,006,466	126.2%	117.2%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	11,880,679	351,028	3.0%	42.3%	4,300,000	36.2%	75.7%
Interfund Transfers	515,894	128,973	25.0%	16.5%	515,894	100.0%	99.2%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	3,265,000	0			-		
Subtotal Current Expenditures	16,458,968	641,846	3.9%	28.8%	5,822,360	35.4%	63.2%
Unappropriated Balance	17,028,010	34,470,982			39,546,924		
Total Requirements	\$33,486,978	\$35,112,827			\$45,369,284		

Oregon Zoo Operating Fund, as of September 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$1,000,000	\$868,662			\$868,662		
Program Revenues	28,345,753	11,194,968	39.5%	40.5%	39,461,397	139.2%	97.5%
General Revenues	15,000	8,645	57.6%	-137.7%	25,000	166.7%	222.8%
Transfers	12,767,426	3,181,749	24.9%	24.1%	12,767,426	100.0%	101.0%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	3,100	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	41,128,179	14,388,462	35.0%	35.2%	52,253,823	127.1%	98.8%
Total Resources	\$42,128,179	\$15,257,124			\$53,122,485		
Requirements							
Operating Expenditures	\$36,433,401	\$10,502,849	28.8%	28.6%	\$36,230,373	99.4%	98.7%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	20,000	0	0.0%	0.0%	20,000	100.0%	463.0%
Interfund Transfers	4,431,724	889,305	20.1%	18.4%	4,431,724	100.0%	92.2%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	100.1%
Contingency	1,243,054	0			1,243,054		
Subtotal Current Expenditures	42,128,179	11,392,154	27.0%	26.8%	41,925,151	99.5%	97.2%
Unappropriated Balance	0	3,864,971			11,197,334		
Total Requirements	\$42,128,179	\$15,257,124			\$53,122,485		

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

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$6,832,816	\$5,489,903			\$5,489,903		
Program Revenues	425,000	0	0.0%	84.5%	425,000	100.0%	157.4%
General Revenues	14,042,626	34,819	0.2%	0.1%	14,052,133	100.1%	104.2%
Transfers	0	0	0.0%	0.0%	0	0.0%	100.0%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	14,467,626	34,819	0.2%	5.2%	14,477,133	100.1%	105.5%
Total Resources	\$21,300,442	\$5,524,722			\$19,967,036		
Requirements							
Operating Expenditures	\$9,895,543	\$1,182,346	11.9%	11.3%	\$9,672,409	97.7%	84.8%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	4,795,304	482,498	10.1%	8.2%	4,080,598	85.1%	60.3%
Interfund Transfers	4,308,772	1,048,644	24.3%	14.4%	4,308,772	100.0%	98.6%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	2,300,823	0			2,300,823		
Subtotal Current Expenditures	21,300,442	2,713,488	12.7%	9.8%	20,362,602	95.6%	75.2%
Unappropriated Balance	0	2,811,233			(395,566)		
Total Requirements	\$21,300,442	\$5,524,722			\$19,967,036		

Risk Management Fund, as of September 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$1,565,405	\$1,888,260			\$1,888,260		
Program Revenues	305,535	0	0.0%	5.1%	305,535	100.0%	151.2%
General Revenues	10,000	4,041	40.4%	-64.6%	16,163	161.6%	193.3%
Transfers	2,171,308	542,835	25.0%	22.0%	2,171,340	100.0%	100.0%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	2,486,843	546,876	22.0%	18.8%	2,493,038	100.2%	110.8%
Total Resources	\$4,052,248	\$2,435,135			\$4,381,297		
Requirements							
Operating Expenditures	\$3,717,405	\$718,821	19.3%	33.4%	\$3,346,004	90.0%	88.5%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	0	0	0.0%	0.0%	0	0.0%	0.0%
Interfund Transfers	10,000	0	0.0%	0.0%	10,000	100.0%	66.7%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	279,326	0			-		
Subtotal Current Expenditures	4,006,731	718,821	17.9%	25.9%	3,356,004	83.8%	79.9%
Unappropriated Balance	45,517	1,716,314			1,025,293		
Total Requirements	\$4,052,248	\$2,435,135			\$4,381,297		

Solid Waste Revenue Fund, as of September 30, 2017

	Adopted Budget	YTD Actuals	YTD % of Budget	Prior YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources							
Beginning Fund Balance	\$46,094,734	\$55,153,181			\$55,153,181		
Program Revenues	73,501,228	16,873,586	23.0%	24.4%	72,127,507	98.1%	103.3%
General Revenues	391,600	97,912	25.0%	-34.6%	391,612	100.0%	105.8%
Transfers	777,022	22,053	2.8%	3.2%	0	0.0%	93.4%
Special Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0.0%	0	0.0%	0.0%
Other Financing Sources	0	1,410	0.0%	0.0%	1,410	0.0%	0.0%
Subtotal Current Revenues	74,669,850	16,994,961	22.8%	23.8%	72,520,529	97.1%	103.3%
Total Resources	\$120,764,584	\$72,148,141			\$127,673,709		
Requirements							
Operating Expenditures	\$63,967,360	\$10,829,591	16.9%	16.5%	\$62,060,784	97.0%	93.8%
Debt Service	0	0	0.0%	0.0%	0	0.0%	0.0%
Capital Outlay	4,684,849	10,006	0.2%	6.8%	4,868,950	103.9%	31.9%
Interfund Transfers	6,110,323	1,318,090	21.6%	11.4%	6,110,323	100.0%	91.4%
Intrafund Transfers	0	0	0.0%	0.0%	0	0.0%	0.0%
Contingency	16,135,329	0			16,135,329		
Subtotal Current Expenditures	90,897,861	12,157,688	13.4%	12.8%	89,175,386	98.1%	74.4%
Unappropriated Balance	29,866,723	59,990,454			38,498,323		
Total Requirements	\$120,764,584	\$72,148,141			\$127,673,709		

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

Total Excise Tax Collections

7.5% Excise Tax

Facility/Function	FY 2017-18 Budget	Revised Annual Forecast	Difference	% Difference
Oregon Convention Center	\$2,006,177	\$1,975,302	(\$30,875)	-1.54%
Expo Center	518,094	514,232	(3,862)	-0.75%
SW Product Sales	235,135	220,534	(14,601)	-6.21%
Total	\$2,759,406	\$2,710,068	(\$49,338)	-1.79%

Solid Waste Per Ton Excise Tax

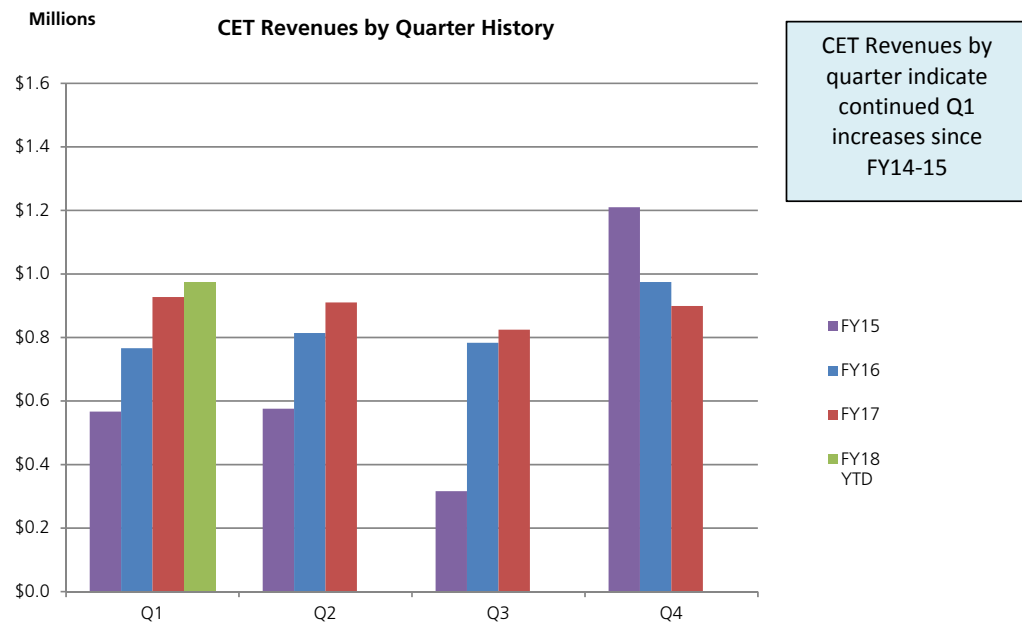
	FY 2017-18 Budget	Revised Annual Forecast	Difference	% Difference
Solid Waste and Recycling Metro Facilities	\$6,080,184	\$5,944,025	(\$136,159)	-2.24%
Solid Waste and Recycling Non Metro Facilities	9,273,816	9,511,173	237,357	2.56%
Total Solid Waste Per Ton Excise Tax	15,354,000	15,455,198	101,198	0.66%
Grand Total Excise Tax	\$18,113,406	\$18,165,266	\$51,860	0.29%
Solid Waste General by Code	\$13,135,294	\$13,135,294		
SW Net Surplus/(Defecit)	\$2,218,706	\$2,319,904		

APPENDIX C – Construction Excise Tax

Strong First Quarter CET Revenues

Construction Excise Tax revenue has been steadily increasing each year since FY 2009-10, with first quarter FY 2017-18 revenues up 5 percent over first quarter of the previous year and up 29 percent from the three-year first quarter average. Total CET revenues for first quarter are approximately \$973,600. Since September 2015, Metro retains 5 percent of this revenue to recover a portion of its costs in administering the program; that equates to \$48,600 of CET admin fees for the first quarter.

Revenues	YTD Q1 Actuals	PY Q1 Actuals	Q1 3-Year Average	% of PY Actuals	% of 3-Year Average
Construction Excise Tax	\$924,931	\$880,812	\$715,814	105.0%	129.2%
CET Admin Fee	48,681	46,359	37,674	105.0%	129.2%
Total Revenues	\$973,612	\$927,171	\$753,489		



CET First Quarter Collections by Jurisdiction

Several top producing jurisdictions contributed significant increases in CET revenue during Q1. The city of Portland CET revenue made up almost half of the total Q1 revenues, seeing an increase of 25 percent over the first quarter of the prior year. Washington County saw a 44 percent increase over the prior year Q1. However some jurisdictions saw decreases. CET revenues from Hillsboro and cities with populations between 25,000-75,000, declined 34 percent and 41 percent, respectively, over prior year.

Jurisdiction	YTD Q1 receipts	YTD Q1 % of Total	PY (Full Year) Actuals	3-Year Average
Portland	\$0	0.0%	\$1,469,887	\$1,364,040
Washington County	24,095	22.1%	\$392,237	363,343
Hillsboro	30,546	28.0%	\$366,539	280,046
Gresham	29,920	27.5%	\$138,109	142,534
Beaverton	\$0	0.0%	\$130,838	150,526
Clackamas County	\$0	0.0%	\$120,805	118,701
Cities, population 25-75k	19,234	17.7%	568,016	414,367
Cities, population < 25k	5,120	4.7%	375,243	356,224
	\$108,915	100.0%	\$3,561,675	\$3,189,781

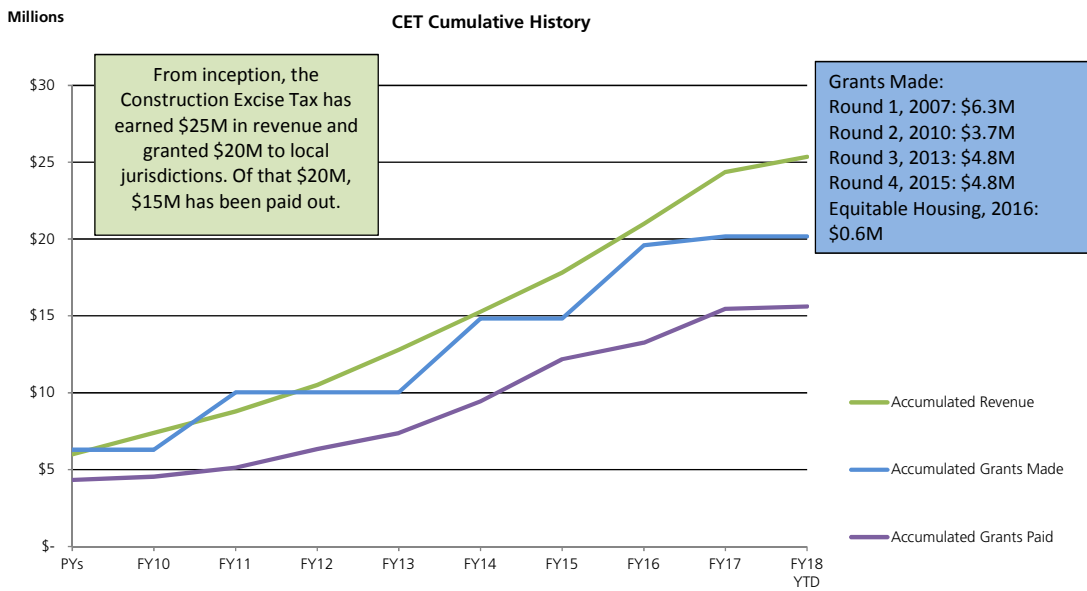
Over \$20 million awarded to local jurisdictions since inception

Jurisdiction	Total Awards	% 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%

No awards were made during the first quarter of FY 2017-18. Award detail of previous grant rounds is on Metro's website at www.oregonmetro.gov.

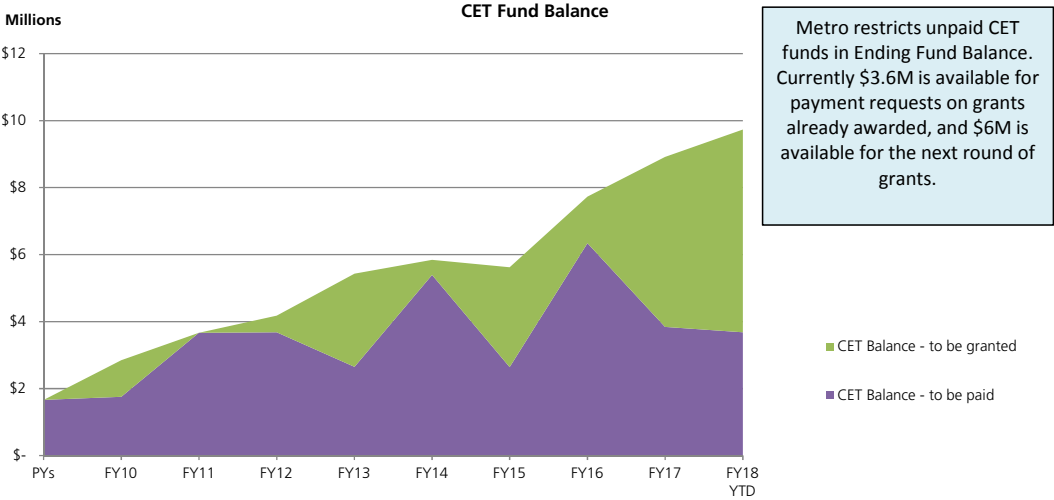
Cumulative collections

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.



Funds available to be awarded

Metro restricts unpaid CET funds in Ending Fund Balance, which is currently \$9.7 million. Of that amount, \$3.6 million is available for payment requests on grants already awarded, and \$6 million is available to be awarded in the next round of grants.



Agenda Item No. 4.1

**Consideration of the Council Meeting Minutes for
November 16, 2017**

Consent Agenda

Metro Council Meeting
Thursday, November 30, 2017
Metro Regional Center, Council Chamber

Agenda Item No. 4.2

Resolution No. 17-4853, For the Purpose of Adding or
Amending Existing Projects

Consent Agenda

Metro Council Meeting
Thursday, November 30, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR AMENDING) RESOLUTION NO. 17-4853
EXISTING PROJECTS TO THE 2018-21)
METROPOLITAN TRANSPORTATION) Introduced by: “Chief Operating Officer
IMPROVEMENT PROGRAM TO ADD AND) Martha Bennett in concurrence with
AMEND THE REMAINING NEW HB2017) Council President Tom Hughes”
AWARDED PROJECTS, PLUS TO ADD OR)
AMEND 2018 MTIP PROJECTS THAT REQUIRE)
IMPLEMENTATION CORRECTIONS (OC18-03-)
OCT))

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved the 2018-21 MTIP via Resolution 17-4817 on July 27, 2017; and

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

WHEREAS, the U.S. Department of Transportation (USDOT) has issued clarified MTIP amendment submission rules and definitions for MTIP formal amendments and administrative modifications that both ODOT and all Oregon MPOs must adhere to which includes that all new projects added to the MTIP must complete the formal amendment process; and

WHEREAS, House Bill 2017 provides additional funding for projects named in the bill and for bridge, pavement, culvert, seismic and safety projects, plus represents Oregon’s new long range transportation program; and

WHEREAS, the Oregon Transportation Commission (OTC) approved all 115 HB2017 named, programmatically funded, and directed/conditioned projects during their September 22, 2017 meeting; and

WHEREAS, HB2017 identifies a total of thirty-one named, programmatically funded, and directed/conditioned projects in ODOT Region 1 representing a transportation funding investment of approximately \$337 million for the region between 2018 and 2023; and

WHEREAS, out of the thirty-one projects in Region 1, twenty-three fall within the Metro MPO boundary area representing a HB2017 transportation funding investment of approximately \$312 million that consist of Preservation, Bridge maintenance/rehab, Interstate Maintenance, and Freight projects; and

WHEREAS, six HB2017 awarded project still remain to be programmed and amended into the 2018 MTIP; and

WHEREAS, the September 2017 Formal Amendment to the new 2018 MTIP also includes several “clean-up” project amendments to ensure the new MTIP and STIP balance and match-up; and

WHEREAS, the 2018-2021 Metro funded Transit Oriented Development (TOD) annual fund exchange projects with TriMet are included as part of this amendment; and

WHEREAS, the October 2017 Formal Amendment to the 2018 MTIP also corrects, combines, and streamlines the 2019-2021 High Capacity Transit (HCT) bond payment projects with TriMet in accordance with Resolution 17-4848; and

WHEREAS, one included project is SMART's new FTA discretionary grant award to purchase low or no emission replacement buses; and

WHEREAS, all amended projects were evaluated against six revised MTIP review factors to ensure all requested changes and additions can be accomplished legally through the MTIP amendment process; and

WHEREAS, the MTIP review factors included project eligibility/proof of funding, RTP consistency with the financially constrained element, consistency with RTP goals and strategies, determination of amendment type, inclusion in the Metro transportation regional models, determination of Regional Significance, fiscal constraint verification, and compliance with MPO MTIP management responsibilities; and

WHEREAS, the MTIP's financial constraint finding is maintained as all projects proof of funding has been verified; and

WHEREAS, no negative impacts to air conformity will exist as a result of the changes completed through the October 2017 Formal MTIP Amendment; and

WHEREAS, all projects included in the October 2017 Formal MTIP Amendment successfully completed a required 30-day public notification/opportunity to comment period without any significant issues raised; and

WHEREAS, TPAC received their notification and recommended approval on October 27, 2017 and approved the amendment recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on November 16, 2017 to formally amend the 2018-21 MTIP to include the October 2017 Formal Amendment bundle consisting of fourteen HB2017 related projects, TOD fund exchange projects, HCT Bond payment projects, SMART's new replacement bus purchase, and required MTIP correction amendments.

ADOPTED by the Metro Council this ____ day of _____ 2017.

Tom Hughes, Council President

Approved as to Form:

Alison R. Kean, Metro Attorney

**Metro is in receipt of the 2018-2021 MTIP October 2017 Formal Amendment
Formal Amendment Number OC18-03-OCT**

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 17-4853**



**Proposed October 2017 Formal Amendment Bundle
Special Formal MTIP Amendment in Support of the new HB2017 Approved Projects & Required Clean-up Project Changes
Amendment Type: FORMAL, OC18-03-OCT
Total Number of Projects: 26**

ODOT Key	Lead Agency	Project Name	Required Changes
List of HB2017 Named Projects being added or amended to the 2018 MTIP Note: The below list of HB2017 projects represent the remaining HB2017 awarded projects not already submitted as part of the August 2017 and September 2017 formal MTIP amendments to the 2018 MTIP			
#1 New	ODOT	OR8: SE 73rd - Minter Bridge (HB2017 Awarded Project)	Add new project to the MTIP with \$1.5 million of awarded HB2017 funding to the PE phase. Only PE is being added currently
#2 20703	ODOT	US30: Sandy River (Troutdale) Bridge (BR#02019)	Add \$5,750,000 of awarded HB2017 funding (As Advance Construction) to the construction phase
#3 20471	ODOT	OR99W Tualatin River NB Bridge	Adds awarded HB2017 funding (using the Advance Construction fund code) to the construction phase
#4 New	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)	Adds full programming for a new 2018 MTIP project awarded with HB2017 funding.
#5 20410	ODOT	I-84: East Portland Fwy - NE 181st Ave	Replaces NHPP funding committed for the PE phase with awarded HB2017 funding and adds the construction phase to fully program the project
#6 20298	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel	Adds awarded HB2017 funding to the PE and construction phases to address and eliminate existing phase funding shortfalls

**End of HB2017 Projects included in the September 2017 Formal Amendment to the 2018 MTIP
Total number of HB2017 awarded projects included: 6**

Beginning List of 2018 MTIP Project Clean-up Amendment Actions			
ODOT Key	Lead Agency	Project Name	Required Changes
#7 19286	Metro	Transit Oriented Development Program - 2018	Through this amendment, the committed and programmed federal Surface Transportation Program (STP) funds are being swapped out with Local funds from TriMet. The Transit Oriented Development (TOD) fund exchange occurs annually and allows TriMet to apply the federal funding to their Preventative Maintenance Program while Metro can apply the local funds with greater flexibility to the Regional TOD program. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
#8 New	TriMet	TriMet Preventive Maintenance (TOD) 2018	This amendment completes the 2018 TOD federal fund transfer to TriMet
#9 20881	Metro	Transit Oriented Development Program - 2019	This amendment swaps out the federal funds for the 2019 TOD program for local funds in the same fashion that the 2018 TOD fund swap was accomplished
#10 New	TriMet	TriMet Preventive Maintenance (TOD) 2019	This amendment completes the 2019 TOD federal fund transfer to TriMet
#11 20882	Metro	Transit Oriented Development Program - 2020	This amendment swaps out the federal funds for the 2020 TOD program for local funds in the same fashion that the 2018 TOD fund swap was accomplished
#12 New	TriMet	TriMet Preventive Maintenance (TOD) 2020	This amendment completes the 2020 TOD federal fund transfer to TriMet
#13 20883	Metro	Transit Oriented Development Program - 2021	This amendment swaps out the federal funds for the 2021 TOD program for local funds in the same fashion that the 2018 TOD fund swap was accomplished
#14 New	TriMet	TriMet Preventive Maintenance (TOD) 2021	This amendment completes the 2021 TOD federal fund transfer to TriMet
#15 20483	ODOT	I-205: Division St - Killingsworth St	The amendment cancels the project from the 2018 MTIP as it was already combined in Key 18804 and the funds obligated at the end of 2017. It can be removed from the 2018 MTIP.
#16 20498	ODOT	I-5: Tigard Interchange – I-205 Interchange	Canceled project: Key 20498 was carried over into the 2018 draft MTIP. Then, key 20483 was combined into Key 18836 in the 2015-18 MTIP and canceled. This occurred after the 2018 MTIP had been locked-down. Funds have been obligated. Key 20498 can be canceled from the 2018 MTIP

#17 20830	TriMet	2019 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2019 commitment levels by combining STBG from Keys 20890 and 20893 into Key 20830. As a result Keys 20890 and 20893 are canceled.
#18 20890	Metro	High Capacity Transit Bond Commitment (New) 2019	STBG funds are transferred and combined into Key 20830. As a result, Key 20890 is canceled from the 2018 MTIP.
#19 20893	Metro	Project Development Bond Commitment 2019	STBG funds are transferred and combined into Key 20830. As a result, Key 20893 is canceled from the 2018 MTIP.
#20 20832	TriMet	2020 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20891 and 20894 into Key 20832. As a result Keys 20891 and 20894 are canceled.
#21 20891	Metro	High Capacity Transit Bond Commitment (New) 2020	STBG funds are transferred and combined into Key 20832. As a result, Key 20891 is canceled from the 2018 MTIP.
#22 20894	Metro	Project Development Bond Commitment 2020	STBG funds are transferred and combined into Key 20832. As a result, Key 20894 is canceled from the 2018 MTIP.
#23 20834	TriMet	2021 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20892 and 20895 into Key 20834. As a result Keys 20892 and 20895 are canceled.
#24 20892	Metro	High-Capacity Transit Bond Commitment (New) 2021	STBG funds are transferred and combined into Key 20834. As a result, Key 20892 is canceled from the 2018 MTIP.
#25 20895	Metro	Project Development Bond Commitment 2021	STBG funding is being combined into Key 20834 resulting in this project being canceled from the 2018 MTIP
#26 New	SMART	Low or No-Emission (Low-No) Bus Program - FY 17	This amendment adds a new project for SMART that will purchase replacement battery electric buses for fixed routes servicing the city of Wilsonville

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #1 EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #1 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
TBD NEW	TBD	ODOT	OR8: SE 73rd - Minter Bridge				Highway	\$ 1,500,000	
Project Description:			Repave roadway, upgrade ADA ramps to current standards, and address drainage as needed (HB2017 Awarded Project, \$1,500,Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Other (Utility Relocation)	Construction	Total
ADVCON	ACPO	Federal	2019		\$ 1,345,950				\$ 1,345,950
State	Match	State	2019		\$ 154,050				\$ 154,050
Total:				\$ -	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. ADVCON = Advance Construction federal fund type. ADVCON is used in place of the HB2017 State funds to identify that federal funds will be committed to the project at a later date. Once known, the federal funds will replace the Advance Construction (ADVCON) fund type. 3. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.								

Amendment Summary

This amendment adds the PE phase only to the 2018 MTIP at this time. ROW (if needed) and the construction phase will be added to the MTIP later in 2019 or 2020.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #2 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20703	71007	ODOT	US30: Sandy River (Troutdale) Bridge (BR#02019)					Roadway and Bridge	\$ 565,000
Project Description:			Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STBG	Z231	Federal	2017		\$ 506,975				\$ 506,975
State	Match	State	2017		\$ 58,025				\$ 58,025
Total:				\$ -	\$ 565,000	\$ -	\$ -	\$ -	\$ 565,000
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. State STBG = Federal Surface Transportation Block Grant funding allocated directly to ODOT.</p> <p>4. State = ODOT state funds added to the project phase as their required match to the federal fund type STBG</p>								

Amendment Summary
Proposed amended changes are stated on the next page

PROJECT #2 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20703	71007	ODOT	US30: Sandy River (Troutdale) Bridge (BR#02019)				Roadway and Bridge	\$ 6,315,000	
Project Description:			Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation (HB2017 Awarded Project, \$5,750,000 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
State STBG	Z231	Federal	2017		\$ 506,975				\$ 506,975
State	Match	State	2017		\$ 58,025				\$ 58,025
ADVCON	ACPO	Federal	2019				\$ 5,159,475		\$ 5,159,475
State	Match	State	2019				\$ 590,525		\$ 590,525
Total:				\$ -	\$ 565,000	\$ -	\$ 5,750,000	\$ -	\$ 6,315,000
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. Funding programmed in years before 2018 are considered prior obligated and will be shown in the prior obligated total for the project in the 2018 MTIP. They are shown above in their programming years in the shaded fields.</p> <p>3. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.73% with the required match set at 10.27%</p> <p>4. State = ODOT state funds added to the project phase as their required match to the federal fund type ADVCON.</p>								

Amendment Summary

HB2017 awarded an additional \$5,750,000 to the project.

Through this amendment, the HB2017 funding award enables the construction phase to be added to the project.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #3 EXISTING MTIP PROGRAMMING											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20471	70999	ODOT	OR99W: Tualatin River NB Bridge					Roadway and Bridge	\$ 188,500		
Project Description:			Design shelf ready plans to replace the current structural overlay.								
Existing MTIP Project Fund Programming by Phase											
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total		
NHPP-FAST	Z001	Federal	2018		\$ 169,141				\$ 169,141		
State	Match	State	2018		\$ 19,359				\$ 19,359		
Total:			\$ -	\$ 188,500	\$ -	\$ -	\$ -	\$ -	\$ 188,500		

PROJECT #3 PROPOSED AMENDED CHANGES											
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost		
20471	70999	ODOT	OR99W: Tualatin River NB Bridge					Roadway and Bridge	\$ 1,391,400		
Project Description:			Design shelf ready plans to replace the current structural overlay. (HB2017 Awarded Project, \$1,202,900 Original Award)								
Amended MTIP Fund Programming by Phase											
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total		
NHPP-FAST	Z001	Federal	2018		\$ 169,141				\$ 169,141		
State	Match	State	2018		\$ 19,359				\$ 19,359		
ADVCON	ACPO	Federal	2019				\$ 1,079,362		\$ 1,079,362		
State	Match	State	2019				\$ 123,538		\$ 123,538		
Total:			\$ -	\$ 188,500	\$ -	\$ 1,202,900	\$ -	\$ -	\$ 1,391,400		
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27% 4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 89.73% with the required match set at 10.27%										
Amendment Summary: Through this amendment, the construction phase funding is being added to the project											

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #4 EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #4 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
New	New	ODOT	I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)					Highway	\$ 5,000,000
Project Description:			Design shelf ready plans to replace the current structural overlay (HB2017 Awarded Project, \$5,000,000 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	(Other) Utility Relocation	Construction	Total
ADVCON	ACPO	Federal	2018		\$ 922,200				\$ 922,200
State	Match	State	2018		\$ 77,800				\$ 77,800
ADVCON	ACPO	Federal	2021					\$ 3,688,800	\$ 3,688,800
State	Match	State	2021					\$ 311,200	\$ 311,200
Total:				\$ -	\$ 1,000,000	\$ -	\$ -	\$ 4,000,000	\$ 5,000,000

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 92.22% with the required match set at 7.78%.
 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%

Amendment Summary

Through this amendment, the full project is being added to the 2018 MTIP based on the HB2017 award to the project

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #5 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20410	70967	ODOT	I-84: East Portland Fwy - NE 181st Ave					Highway	\$ 500,000
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2018		\$ 448,650				\$ 448,650
State	Match	State	2018		\$ 51,350				\$ 51,350
Total:				\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP = Federal National Highway Performance Program funds, state managed federal funds 3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%								

Amendment Summary
Project changes shown on the next page

PROJECT #5 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20410	70967	ODOT	I-84: East Portland Fwy - NE 181st Ave				Highway	\$ 3,600,000	
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave (HB2017 Awarded Project, \$3,600,000 Original Award)						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2018		\$ -				\$ -
State	Match	State	2018		\$ -				\$ -
ADVCON	ACPO	Federal	2019		\$ 448,650				\$ 448,650
State	Match	State	2019		\$ 51,350				\$ 51,350
ADVCON	ACPO	Federal	2020				\$ 2,858,820		\$ 2,858,820
State	Match	State	2020				\$ 241,180		\$ 241,180
Total:				\$ -	\$ 500,000	\$ -	\$ 3,100,000	\$ -	\$ 3,600,000
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. NHPP = Federal National Highway Performance Program funds, state managed federal funds</p> <p>3. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%</p> <p>4. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 92.22% with the required match set at 7.78%</p>								

Amendment Summary

Through this amendment, HB2017 awarded funding replaces previously programmed NHPP, the full project programming is being added to the project, and the PE phase is shifted out to 2019 with the construction phase programmed for 2020.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #6 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20298	70939	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel					Highway	\$ 4,792,148
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2019		\$ 256,583				\$ 256,583
State	Match	State	2019		\$ 29,367				\$ 29,367
NHPP	M001	Federal	2019		\$ 104,069				\$ 104,069
State	Match	State	2019		\$ 11,911				\$ 11,911
NHPP-FAST	Z001	Federal	2020			\$ 2,232			\$ 2,232
State	Match	State	2020			\$ 256			\$ 256
NHPP-FAST	Z001	Federal	2021				\$ 3,676,936		\$ 3,676,936
State	Match	State	2021				\$ 420,842		\$ 420,842
NHPP	M001	Federal	2021				\$ 260,174		\$ 260,174
State	Match	State	2021				\$ 29,778		\$ 29,778
Total:				\$ -	\$ 401,930	\$ 2,488	\$ 4,387,730	\$ -	\$ 4,792,148
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP-FAST = Federal National Highway Performance Program funds, state managed federal funds originating from the current federal transportation FAST Act 3. NHPP = Federal National Highway Performance Program funds, state managed federal funds originating from previous federal transportation acts - not FAST Act 4. State = Generic state funds provided as the required match to the federal funds								

Amendment Summary
Project changes shown on the next page

PROJECT #6 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20298	70939	ODOT	I-84: Fairview - Marine Drive & Tooth Rock Tunnel					Highway	\$ 5,792,148	
Project Description:			Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave (HB2017 Awarded Project, \$1,00,000 Original Award)							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2019		\$ 256,583				\$ 256,583	
State	Match	State	2019		\$ 29,367				\$ 29,367	
NHPP	M001	Federal	2019		\$ 104,069				\$ 104,069	
State	Match	State	2019		\$ 11,911				\$ 11,911	
ADVCON	ACPO	Federal	2019		\$ 322,770				\$ 322,770	
State	Match	State	2019		\$ 27,230				\$ 27,230	
NHPP-FAST	Z001	Federal	2020			\$ 2,232			\$ 2,232	
State	Match	State	2020			\$ 256			\$ 256	
NHPP-FAST	Z001	Federal	2021				\$ 3,676,936		\$ 3,676,936	
State	Match	State	2021				\$ 420,842		\$ 420,842	
NHPP	M001	Federal	2021				\$ 260,174		\$ 260,174	
State	Match	State	2021				\$ 29,778		\$ 29,778	
ADVCON	ACPO	Federal	2021				\$ 599,430		\$ 599,430	
State	Match	State	2021				\$ 50,570		\$ 50,570	
Total:				\$ -	\$ 751,930	\$ 2,488	\$ 5,037,730	\$ -	\$ 5,792,148	
Notes:	<p>1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.</p> <p>2. NHPP-FAST = Federal National Highway Performance Program funds, state managed federal funds originating from the current federal transportation FAST Act</p> <p>3. NHPP = Federal National Highway Performance Program funds, state managed federal funds originating from previous federal transportation acts - not FAST Act</p> <p>4. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%</p> <p>5. ADVCON = Advance Construction. A generic federal fund code used as a placeholder to identify future federal funds that will be committed to the project. Federal share = 92.22% with the required match set at 7.78%</p>									
Amendment Summary										
Through this amendment, HB2017 awarded funding using the Advance Construction fund code is added to the project to address a funding shortfall in the PE and construction phase based on updated cost estimates for the project										
End of HB2017 Projects										

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #7 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19286	70670	Metro	Transit Oriented Development Program - 2018					Transit	\$ 3,461,176
Project Description:		The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STP-URBAN	M230	Federal	2018					\$ 3,105,713	\$ 3,105,713
Local	Match	Local	2018					\$ 355,463	\$ 355,463
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176	

PROJECT #7 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
19286	70670	Metro	Transit Oriented Development Program - 2018					Transit	\$ 3,461,176
Project Description:		Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STP-URBAN	M230	Federal	2018					\$ -	\$ -
Local	Match	Local	2018					\$ -	\$ -
TriMet GF		Local	2018					\$ 3,461,176	\$ 3,461,176
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176	

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
 3. Local = Local agency funds committed to the project as the required match to the federal funds.
 4. TriMet GF = General local funds belonging specifically to TriMet

Amendment Summary
 Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #8 EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #8 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2018	Transit	\$ 3,461,176

Project Description: Bus and rail preventive maintenance.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STP-Urban	M230	Federal	2018					\$ 3,105,713	\$ 3,105,713
TriMet GF	Match	Local	2018					\$ 355,463	\$ 355,463
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,461,176	\$ 3,461,176

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

Amendment Summary
 This amendment is the 2018 TOD fund exchange where Metro is providing TriMet STP funds from Key 19286 for local funds support of Transit Oriented Development needs during FY 2018

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #9 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20881	70874	Metro	Transit Oriented Development Program - 2019					Transit	\$ 3,555,298
Project Description:		The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 3,190,169	\$ 3,190,169
Local	Match	Local	2019					\$ 365,129	\$ 365,129
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,555,298	\$ 3,555,298	

PROJECT #9 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20881	70874	Metro	Transit Oriented Development Program - 2019					Transit	\$ 3,555,298
Project Description:		Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-URBAN	Z230	Federal	2019					\$ -	\$ -
Local	Match	Local	2019					\$ -	\$ -
TriMet GF		Local	2019					\$ 3,555,298	\$ 3,555,298
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,555,298	\$ 3,555,298	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro 3. Local = Local agency funds committed to the project as the required match to the federal funds. 4. TriMet GF = General local funds belonging specifically to TriMet								

Amendment Summary

Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #10 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #10 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2019	Transit	\$ 3,555,298

Project Description: Bus and rail preventive maintenance.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 3,190,169	\$ 3,190,169
TriMet GF	Match	Local	2019					\$ 365,129	\$ 365,129
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,555,298	\$ 3,555,298

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

Amendment Summary
 This amendment is the 2019 TOD fund exchange where Metro is providing TriMet STP funds from Key 20881 for local funds support of Transit Oriented Development needs during FY 2019

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #11 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20882	70874	Metro	Transit Oriented Development Program - 2020					Transit	\$ 3,662,248	
Project Description:		The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.								
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2020					\$ 3,286,135	\$ 3,286,135	
Local	Match	Local	2020					\$ 376,113	\$ 376,113	
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,662,248	\$ 3,662,248		

PROJECT #11 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20882	70874	Metro	Transit Oriented Development Program - 2020					Transit	\$ 3,662,248	
Project Description:		Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.								
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STBG-URBAN	Z230	Federal	2020					\$ -	\$ -	
Local	Match	Local	2020					\$ -	\$ -	
TriMet GF		Local	2020					\$ 3,662,248	\$ 3,662,248	
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,662,248	\$ 3,662,248		
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro 3. Local = Local agency funds committed to the project as the required match to the federal funds. 4. TriMet GF = General local funds belonging specifically to TriMet									

Amendment Summary

Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #12 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #12 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2020	Transit	\$ 3,662,248

Project Description: Bus and rail preventive maintenance.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 3,286,135	\$ 3,286,135
TriMet GF	Match	Local	2020					\$ 376,113	\$ 376,113
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,662,248	\$ 3,662,248

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

Amendment Summary
 This amendment is the 2020 TOD fund exchange where Metro is providing TriMet STP funds from Key 20882 for local funds support of Transit Oriented Development needs during FY 2020

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #13 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20883	70874	Metro	Transit Oriented Development Program - 2021					Transit	\$ 3,782,120
Project Description:			The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 3,393,696	\$ 3,393,696
Local	Match	Local	2021					\$ 388,424	\$ 388,424
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,782,120	\$ 3,782,120	

PROJECT #13 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20883	70874	Metro	Transit Oriented Development Program - 2021					Transit	\$ 3,782,120
Project Description:			Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total
STBG-URBAN	Z230	Federal	2021					\$ -	\$ -
Local	Match	Local	2021					\$ -	\$ -
TriMet GF		Local	2021					\$ 3,782,120	\$ 3,782,120
Total:			\$ -	\$ -	\$ -	\$ -	\$ 3,782,120	\$ 3,782,120	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro 3. Local = Local agency funds committed to the project as the required match to the federal funds. 4. TriMet GF = General local funds belonging specifically to TriMet								
Amendment Summary									
Through this amendment, Metro and TriMet will complete the annual fund exchange of federal STP for local funds in support of the TOD program									

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #14 EXISTING MTIP PROGRAMMING - None New Project

PROJECT #14 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
NEW	NEW	TriMet	TriMet Preventive Maintenance (TOD) 2020	Transit	\$ 3,782,120

Project Description: Bus and rail preventive maintenance.

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 3,393,696	\$ 3,393,696
TriMet GF	Match	Local	2021					\$ 388,424	\$ 388,424
Total:				\$ -	\$ -	\$ -	\$ -	\$ 3,782,120	\$ 3,782,120

Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
	2. STP-Urban = Federal Surface Transportation designated for urban areas and allocated to Metro
	3. TriMet GF = General local funds belonging specifically to TriMet and used as the required match to the federal funds.

Amendment Summary
 This amendment is the 2021 TOD fund exchange where Metro is providing TriMet STP funds from Key 20883 for local funds support of Transit Oriented Development needs during FY 2021

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #15 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20483	70975	ODOT	I-205: Division St - Killingsworth St					Roadway and Bridge	\$ 14,800,000	
Project Description:			Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2018				\$ 13,648,560		\$ 13,648,560	
State	Match	State	2018				\$ 1,151,440		\$ 1,151,440	
Total:			\$ -	\$ -	\$ -	\$ 14,800,000	\$ -	\$ 14,800,000		

PROJECT #15 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20483	70975	ODOT	I-205: Division St - Killingsworth St					Roadway and Bridge	\$ -	
Project Description:			Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
NHPP-FAST	Z001	Federal	2018				\$ -		\$ -	
State	Match	State	2018				\$ -		\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 4. NHPP = Federal National Highway Performance Program funds, state managed federal funds 5. State = Generic state funds provided as the required match to the federal funds which for this project is 10.27%									

Amendment Summary
 CANCELED PROJECT
 Project was combined into Key 18804 in the 2015-18 MTIP. Funds have been obligated. Project does not need to remain in the 2018 MTIP and is being canceled

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #16 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20498	70980	ODOT	I-5: Tigard Interchange- I-205 Interchange					Roadway and Bridge	\$ 8,000,000
Project Description:			Remove and replace asphalt surface to repair rutted pavement.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total
NHPP-FAST	Z001	Federal	2018		\$ 649,893				\$ 649,893
State	Match	State	2018		\$ 74,383				\$ 74,383
NHPP-FAST	Z001	Federal	2018			\$ 29,676			\$ 29,676
State	Match	State	2018			\$ 3,397			\$ 3,397
NHPP-FAST	Z001	Federal	2018				\$ 6,498,831		\$ 6,498,831
State	Match	State	2018				\$ 743,820		\$ 743,820
Total:				\$ -	\$ 724,276	\$ 33,073	\$ 7,242,651	\$ -	\$ 8,000,000
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP-FAST = Federal National Highway Performance Program (FAST Act) funds allocated to ODOT 3. State = Generic state funds provided as the required match to the federal funds								

Amendment Summary
Project changes stated on the next page

PROJECT #16 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20498	70980	ODOT	I-5: Tigard Interchange I-205 Interchange					Highway	\$ -
Project Description: Remove and replace asphalt surface to repair rutted pavement.									
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
NHPP-FAST	Z001	Federal	2018		\$ -				\$ -
State	Match	State	2018		\$ -				\$ -
NHPP-FAST	Z001	Federal	2018			\$ -			\$ -
State	Match	State	2018			\$ -			\$ -
NHPP-FAST	Z001	Federal	2018				\$ -		\$ -
State	Match	State	2018				\$ -		\$ -
Total:				\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. NHPP-FAST = Federal National Highway Performance Program (FAST Act) funds allocated to ODOT 3. State = Generic state funds provided as the required match to the federal funds								

Amendment Summary
 CANCELED PROJECT

Key 20498 was carried over into the 2018 MTIP. While in lock-down and under review, Key 20498 was combined into Key 18836 in the 2015-18 MTIP. Key 20498 does not need to remain in the 2018 MTIP and is being canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #17 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20830	70917	TriMet	2019 Regional High Capacity Transit Bond Payment					Transit	\$ 11,000,000
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 5,000,000	\$ 5,000,000
Local	Match	Local	2019					\$ 572,272	\$ 572,272
CMAQ-Urban	M400	Federal	2019					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2019					\$ 1,258,999	\$ 1,258,999
Total:			\$ -	\$ -	\$ -	\$ -	\$ 17,831,271	\$ 17,831,271	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary
Project changes are stated on the next page

PROJECT #17 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20830	70917	TriMet	2019 Regional High Capacity Transit Bond Payment					Transit	\$ 22,712,581
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2019					\$ 9,380,000	\$ 9,380,000
Local	Match	Local	2019					\$ 1,073,582	\$ 1,073,582
CMAQ-Urban	M400	Federal	2019					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2019					\$ 1,258,999	\$ 1,258,999
Total:				\$ -	\$ -	\$ -	\$ -	\$ 22,712,581	\$ 22,712,581
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG Funding from Keys 20890 and 20893 are being transferred and combined into Key 20830. Rather than individually break-out the HCT bond payment funding into multiple projects against their specific resolution, the HCT bond payment funding is being combined onto a one project based on its total annual payment funding. The HCT bond payment total annual committed funds are based on Resolutions 08-3942, 10-4185, 17-4800, and 17-4848. As a result, Keys 20890 and 20893 are being canceled from the 2018 MTIP to ensure double programming does not occur.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #18 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20890	70890	Metro	High Capacity Transit Bond Commitment (New) 2019					Transit	\$ 5,728,296	
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.								
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2019					\$ 5,140,000	\$ 5,140,000	
Local	Match	Local	2019					\$ 588,296	\$ 588,296	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,728,296	

PROJECT #18 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20890	70890	Metro	High Capacity Transit Bond Commitment (New) 2019					Transit	\$ -	
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.								
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
STBG-Urban	Z230	Federal	2019					\$ -	\$ -	
Local	Match	Local	2019					\$ -	\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project									

Amendment Summary

STBG funding is transferred to Key 20830 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20890 is canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #19 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20893	70891	Metro	Project Development Bond Commitment 2019					Transit	\$ 1,404,213	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2019					\$ 1,260,000	\$ 1,260,000	
Local	Match	Local	2019					\$ 144,213	\$ 144,213	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,404,213	

PROJECT #19 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20893	70891	Metro	Project Development Bond Commitment 2019					Transit	\$ -	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
STBG-Urban	Z230	Federal	2019					\$ -	\$ -	
Local	Match	Local	2019					\$ -	\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project									

Amendment Summary

STBG funding is transferred to Key 20830 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20893 is canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #20 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20832	70919	TriMet	2020 Regional High Capacity Transit Bond Payment				Transit	\$ 11,000,000	
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 5,000,000	\$ 5,000,000
Local	Match	Local	2020					\$ 572,272	\$ 572,272
CMAQ-Urban	M400	Federal	2020					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2020					\$ 1,258,999	\$ 1,258,999
Total:			\$ -	\$ -	\$ -	\$ -	\$ 17,831,271	\$ 17,831,271	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary
Project changes are stated on the next page

PROJECT #20 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name				Project Type	Project Cost	
20832	70919	TriMet	2020 Regional High Capacity Transit Bond Payment				Transit	\$ 23,838,180	
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-Urban	Z230	Federal	2020					\$ 10,390,000	\$ 10,390,000
Local	Match	Local	2020					\$ 1,189,181	\$ 1,189,181
CMAQ-Urban	M400	Federal	2020					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2020					\$ 1,258,999	\$ 1,258,999
Total:				\$ -	\$ -	\$ -	\$ -	\$ 23,838,180	\$ 23,838,180
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG Funding from Keys 20891 and 20894 are being transferred and combined into Key 20832. Rather than individually break-out the HCT bond payment funding into multiple projects against their specific resolution, the HCT bond payment funding is being combined onto a one project based on its total annual payment funding. The HCT bond payment total annual committed funds are based on Resolutions 08-3942, 10-4185, 17-4800, and 17-4848. As a result, Keys 20891 and 20894 are being canceled from the 2018 MTIP to ensure double programming does not occur.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #21 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20891	70890	Metro	High Capacity Transit Bond Commitment (New) 2020					Transit	\$ 5,728,296
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2020					\$ 5,140,000	\$ 5,140,000
Local	Match	Local	2020					\$ 588,296	\$ 588,296
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,728,296

PROJECT #21 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20891	70890	Metro	High Capacity Transit Bond Commitment (New) 2020					Transit	\$ -
Project Description:		Bond for an additional amount of flexible funds to continue investing in the regions high-capacity transit (HCT) network.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-Urban	Z230	Federal	2020					\$ -	\$ -
Local	Match	Local	2020					\$ -	\$ -
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG funding is transferred to Key 20832 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20891 is canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #22 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20894	70891	Metro	Project Development Bond Commitment 2020					Transit	\$ 1,404,213	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2020					\$ 1,260,000	\$ 1,260,000	
Local	Match	Local	2020					\$ 144,213	\$ 144,213	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,404,213	

PROJECT #22 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20894	70891	Metro	Project Development Bond Commitment 2020					Transit	\$ -	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Wav	Construction	Other	Total	
STBG-Urban	Z230	Federal	2020					\$ -	\$ -	
Local	Match	Local	2020					\$ -	\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project									

Amendment Summary

STBG funding is transferred to Key 20832 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20894 is canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #23 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20834	70921	TriMet	2021 Regional High Capacity Transit Bond Payment					Transit	\$ 11,000,000
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.						
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 5,000,000	\$ 5,000,000
Local	Match	Local	2021					\$ 572,272	\$ 572,272
CMAQ-Urban	M400	Federal	2021					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2021					\$ 1,258,999	\$ 1,258,999
Total:			\$ -	\$ -	\$ -	\$ -	\$ 17,831,271	\$ 17,831,271	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary
Project changes are stated on the next page

PROJECT #23 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20834	70921	TriMet	2021 Regional High Capacity Transit Bond Payment					Transit	\$ 23,838,180
Project Description:			Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-						
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-Urban	Z230	Federal	2021					\$ 10,390,000	\$ 10,390,000
Local	Match	Local	2021					\$ 1,189,181	\$ 1,189,181
CMAQ-Urban	M400	Federal	2021					\$ 11,000,000	\$ 11,000,000
Local	Match	Local	2021					\$ 1,258,999	\$ 1,258,999
Total:				\$ -	\$ -	\$ -	\$ -	\$ 23,838,180	\$ 23,838,180
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG Funding from Keys 20892 and 20895 are being transferred and combined into Key 20832. Rather than individually break-out the HCT bond payment funding into multiple projects against their specific resolution, the HCT bond payment funding is being combined onto a one project based on its total annual payment funding. The HCT bond payment total annual committed funds are based on Resolutions 08-3942, 10-4185, 17-4800, and 17-4848. As a result, Keys 20892 and 20895 are being canceled from the 2018 MTIP to ensure double programming does not occur.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #24 EXISTING MTIP PROGRAMMING									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20892	70890	Metro	High-Capacity Transit Bond Commitment (New) 2021					Transit	\$ 5,728,296
Project Description:		Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.							
Existing MTIP Project Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
STBG-Urban	Z230	Federal	2021					\$ 5,140,000	\$ 5,140,000
Local	Match	Local	2021					\$ 588,296	\$ 588,296
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,728,296

PROJECT #24 PROPOSED AMENDED CHANGES									
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost
20892	70890	Metro	High-Capacity Transit Bond Commitment (New) 2021					Transit	\$ -
Project Description:		Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.							
Amended MTIP Fund Programming by Phase									
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total
STBG-Urban	Z230	Federal	2021					\$ -	\$ -
Local	Match	Local	2021					\$ -	\$ -
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project								

Amendment Summary

STBG funding is transferred to Key 20834 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20892 is canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #25 EXISTING MTIP PROGRAMMING										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20895	70891	Metro	Project Development Bond Commitment 2021					Transit	\$ 1,404,213	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Existing MTIP Project Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total	
STBG-Urban	Z230	Federal	2021					\$ 1,260,000	\$ 1,260,000	
Local	Match	Local	2021					\$ 144,213	\$ 144,213	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,404,213	

PROJECT #25 PROPOSED AMENDED CHANGES										
ODOT Key	MTIP ID	Lead Agency	Project Name					Project Type	Project Cost	
20895	70891	Metro	Project Development Bond Commitment 2021					Transit	\$ -	
Project Description:			Funding for the regions arterial and other related improvement on bottlenecks.							
Amended MTIP Fund Programming by Phase										
Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other	Total	
STBG-Urban	Z230	Federal	2021					\$ -	\$ -	
Local	Match	Local	2021					\$ -	\$ -	
Total:			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Notes:	1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment. 2. STBG-Urban = Federal Surface Transportation Block Grant funds (formerly called STP) allocated annually to Metro 3. Local = General local funds provided as the required local match to the federal funds which for this project									

Amendment Summary

STBG funding is transferred to Key 20834 to combine bond payments identified across multiple resolutions into 1 annual total HCT bond payment funding project. As a result Key 20895 is canceled.

Exhibit A to Resolution 17-4853

2018-2021 Metropolitan Transportation Improvement Program Chapter 5 Tables Amendment

Action: Amend the MTIP to increase or adjust required funding and add new projects for the following projects



PROJECT #26 EXISTING MTIP PROGRAMMING - None **New Project**

PROJECT #26 PROPOSED AMENDED CHANGES

ODOT Key	MTIP ID	Lead Agency	Project Name	Project Type	Project Cost
TBD NEW	TBD	SMART	Low or No-Emission (Low-No) Bus Program - FY 17	Highway	\$ 1,705,882

Project Description: In southern Clackamas County, purchase replacement battery electric buses for fixed routes servicing the city of Wilsonville (FTA FY2017 Low-No Grant Award)

Amended MTIP Fund Programming by Phase

Fund Code	Note	Type	Year	Planning	Preliminary Engineering	Right of Way	Construction	Other (Transit)	Total
5339c	F390	Federal	2018					\$ 1,450,000	\$ 1,450,000
Other	Match	Local	2018					\$ 255,882	\$ 255,882
Total:				\$ -	\$ -	\$ -	\$ -	\$ 1,705,882	\$ 1,705,882

- Notes:
1. Red Font = Funding reductions made to the project phase. Blue font = Additions made to the project as part of the amendment.
 2. 5339c = Federal FTA Section 5339c discretionary funds committed to the Low or No Emission Discretionary Grant Program
 3. Other = Local funds committed by the transit agency as part of the required match to the federal funds

Amendment Summary
 Through this amendment, the SMART's federal discretionary grant award is being added to the 2018 MTIP enabling SMART the ability to obligate the funds and implement the project.

Date: Thursday, November 16, 2017
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: October 2017 MTIP Formal Amendment plus Approval Request of Resolution 17-4853

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM TO ADD AND AMEND THE REMAINING NEW HB2017 AWARDED PROJECTS, PLUS TO ADD OR AMEND 2018 MTIP PROJECTS THAT REQUIRE IMPLEMENTATION CORRECTIONS (OC18-03-OCT)

BACKGROUND

What this is:

The October 2017 Formal MTIP Amendment bundle contains required changes and updates for three categories of projects: (1) The remaining newly awarded HB2017 projects not submitted in August or September, (2) needed 2018 MTIP Project corrections or additions, and (3) updates/corrections to the Metro Transit Oriented Development (TOD) annual fund exchange and High Capacity Transit (HCT) bond payment projects. The summary of the projects within the three categories in this amendment include the following:

October 2017 Formal Amendment to the 2018 MTIP – Project Composition				
Num	Lead Agency	ODOT Key Number	Project Name	Amendment Action
HB2917 Awarded Projects				
1	ODOT	New	OR8: SE 73 rd – Minter Bridge	Add \$1.5 million of awarded HB2017 funds to the PE phase (using the federal Advance Construction fund code)
2	ODOT	20703	US30: Sandy River (Troutdale) Bridge (BR#02019)	Adding HB2017 awarded funding to the construction phase in 2019
3	ODOT	20471	OR99W: Tualatin River NB Bridge	Adding HB2017 awarded funding to the construction phase in 2019
4	ODOT	New	I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)	Adds the full HB2017 awarded project to the 2018 MTIP
5	ODOT	20410	I-84: East Portland Fwy - NE 181st Ave	Adding HB2017 awarded ROW and construction phase funding to the project. ROW in 2019 and construction in 2020. Project is now fully programmed.
6	ODOT	20298	I-84: Fairview - Marine Drive & Tooth Rock Tunnel	Adds a \$1 million HB2017 funding award to the project as follows: \$350k total to increase PE phase in 2019 and increases construction phase with \$650k of HB2017 fund to address phase funding shortfalls
HB2017 Projects Not Included as part of the 2017 October Formal Amendment				
1	ODOT Portland	New	Columbia Blvd Pedestrian Safety Improvements	HB2017 award: \$1,500,000 Project funding will be transferred directly to Portland per ODOT-Salem. If required, project will be added to 2018 MTIP once scope and limits are known.
HB2017 Awarded Projects to be Added to the 2018 MTIP Upon Approval of the new Regional Transportation Plan				
1	ODOT	18841	OR217: OR10 - 99W SB AUXILIARY LANE	Aux lane not identified in the current RTP. Must wait to add ROW and Construction phases until new RTP is approved that will include the aux lane project

Notes: Two HB2017 funded projects are not being added at this time. They include:

1. Per ODOT-Salem direction, the funding for “Columbia Blvd Pedestrian Safety Improvements” project (awarded \$1,500,000 of HB2017) will be directly transferred to the city of Portland. Portland will develop the project scope, limits, and funding breakdown. If determined to be a regionally significant project, or needs to be a federalized project, or will include any federal approvals, then it will be added to the 2018 MTIP.
2. Key 18841. The project has been awarded \$44,000,000 for the construction phase. However, the project is not identified in the fiscally constrained 2014 RTP or included in the Metro transportation roadway modeling network. ODOT has submitted the project for inclusion in the constrained new RTP. Upon approval of the new RTP (estimated around December 2018), The project implementation phases of ROW and the construction phase can be added to the 2018 MTIP with ROW in 2019 and construction (with the 44,000,000 of HB2017 funds) in 2020.

Num	Lead Agency	ODOT Key Number	Project Name	Amendment Action
Remaining 2018 MTIP October 2017 Formal Amendment Projects				
Note: Projects #7 through #14 involve the Metro-TriMet TOD fund exchange				
7	Metro	19286	Transit Oriented Development Program - 2018	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2018 included in this amendment.
8	TriMet	New	TriMet Preventive Maintenance (TOD) 2018	Adds a new project which is the federal STP from Metro's 2018 TOD program for TriMet's Preventive Maintenance program in 2018
9	Metro	20881	Transit Oriented Development Program - 2019	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2019 included in this amendment.
10	TriMet	New	TriMet Preventive Maintenance (TOD) 2019	Adds a new project which is the federal STP from Metro's 2019 TOD program for TriMet's Preventive Maintenance program in 2019
11	Metro	20882	Transit Oriented Development Program - 2020	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2020 included in this amendment.
12	TriMet	New	TriMet Preventive Maintenance (TOD) 2020	Adds a new project which is the federal STP from Metro's 2020 TOD program for TriMet's Preventive Maintenance program in 2020
13	Metro	20883	Transit Oriented Development Program - 2021	Swaps the federal STP-Urban funds for TriMet Local funds. The STP goes to TriMet's new Preventive Maintenance project in 2021 included in this amendment.
14	TriMet	New	TriMet Preventive Maintenance (TOD) 2020	Adds a new project which is the federal STP from Metro's 2021 TOD program for TriMet's Preventive Maintenance program in 2021
Note: Additional 2018 MTIP Clean-up Projects in #15 & 16 below				
15	ODOT	20483	I-205 Division St – Killingsworth St	Canceled project: Key 20483 was carried over into the 2018 draft MTIP. Then, key 20483 was combined into Key 18804 in the 2015-18 MTIP and canceled. This occurred after the 2018 MTIP had been locked-down. Funds have been obligated. Key 20483 can be canceled from the 2018 MTIP
16	ODOT	20498	I-5: Tigard Interchange – I-205 Interchange	Canceled project: Key 20498 was carried over into the 2018 draft MTIP. Then, key 20483 was combined into Key 18836 in the 2015-18 MTIP and canceled. This occurred after the 2018 MTIP had been locked-down. Funds have been obligated. Key 20498 can be canceled from the 2018 MTIP

Projects #17-#25 are required project corrections to the 2019-2021 HCT Bond Payment Projects				
17	TriMet	20830	2019 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2019 commitment levels by combining STBG from Keys 20890 and 20893 into Key 20830. As a result Keys 20890 and 20893 are canceled.
18	Metro	20890	High Capacity Transit Bond Commitment (New) 2019	STBG funds are transferred and combined into Key 20830. As a result, Key 20890 is canceled from the 2018 MTIP.
19	Metro	20893	Project Development Bond Commitment 2019	STBG funds are transferred and combined into Key 20830. As a result, Key 20893 is canceled from the 2018 MTIP.
20	TriMet	20832	2020 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20891 and 20894 into Key 20832. As a result Keys 20891 and 20894 are canceled.
21	Metro	20891	High Capacity Transit Bond Commitment (New) 2020	STBG funds are transferred and combined into Key 20832. As a result, Key 20891 is canceled from the 2018 MTIP.
22	Metro	20894	Project Development Bond Commitment 2020	STBG funds are transferred and combined into Key 20832. As a result, Key 20894 is canceled from the 2018 MTIP.
23	TriMet	20834	2021 Regional High Capacity Transit Bond Payment	Adding required additional STBG funding (and match) to required 2020 commitment levels by combining STBG from Keys 20892 and 20895 into Key 20834. As a result Keys 20892 and 20895 are canceled.
24	Metro	20892	High-Capacity Transit Bond Commitment (New) 2021	STBG funds are transferred and combined into Key 20834. As a result, Key 20892 is canceled from the 2018 MTIP.
25	Metro	20895	Project Development Bond Commitment 2021	STBG funds are transferred and combined into Key 20834. As a result, Key 20895 is canceled from the 2018 MTIP.
Project #26 is a new project for SMART being added to the 2018 MTIP				
26	SMART	New	Low or No-Emission (Low-No) Bus Program – FY 17	New project being added to the 2018 MTIP based on a new discretionary grant award for SMART to purchase replacement electric buses

About HB2017

HB2017 contains multiple components of funding. The awarded projects represent one category of funding within HB2017. Project awards originate as named, programmatic, or conditioned/directed. Named projects appear to be similar to earmarks. Some of the awarded funding was awarded to ODOT program areas (Preservation & Culverts, Seismic, Bridge, etc.). A few are also directed/or conditioned to increase funding by the instructions of HB2017. The HB2017 conditions for these projects relate to time and funding amounts that are specifically, funded from HB2017. The total project awards within these three funding areas (named, programmatic, or directed/conditioned) appear to sum up to 115 projects. A total of 31 projects are identified in Region 1. Twenty-three projects are identified in the Metro MPO boundary area and are in the process of being programmed in the 2018 MTIP

August & September 2017 Formal Amendment to the 2018 MTIP Summary

Completing HB2017 required programming actions in the 2018 MTIP for the 23 projects has been spread over three amendments. By spreading the programming effort across multiple amendments, additional time was provided to work through programming issues for several projects (e.g. projects and required description, verification of scope of work, project funding verification, delivery timing, etc. The October 2017 Formal MTIP amendment includes the remaining HB2017 awarded Metro MPO projects. The amendment processing of the HB2017 began with the August

2017 Formal Amendment and continued with the September 2017 Formal Amendment. A summary of the previously submitted HB2017 projects in those two amendments includes the following:

Num	Key Number	Lead Agency	Project Name	Description	HB2017 Total Award
Submitted as part of the August 2017 Formal MTIP Amendment					
1	NEW	ODOT	I-205: Johnson Creek - Glenn Jackson Bridge (CBOS ATM) (AKA Corridor Bottleneck)	NB Aux lane segments + ATMS improvements NB & SB	\$30,700,000
2	19786	ODOT	I-205: Stafford Rd - OR99E	Planning/project development activities to add a third lane in each direction between Stafford Road and OR43 and a fourth lane on the Abernethy Bridge to help separate through traffic	Directed funding to add \$10,000,000 of NHFP
Submitted as part of the September 2017 Formal Amendment					
3	New	ODOT	I-205 Paving Project	Non-capacity paving and rehab activities as part of the clean-up to the I-205 CBOS-ATMS project	\$5,000,000
4	19763	ODOT	I-84: Graham Road Bridge Replacements	Improvements to Graham Road at the intersection with I-84 in City of Troutdale Replace bridges #07046 & 07046A	\$3,000,000
5	New	ODOT	Powell Blvd: I-205 to 176th Multi-Modal Improvements	Widen street to three to four lanes (inclusive of a center turn lane) with sidewalks and buffered bike lanes or other enhanced bike facility. Add enhanced pedestrian and bike crossings.	\$110,000,000
6	New	ODOT	OR217: SW 72nd Ave – SW Scholl's Ferry Rd (OR210) NB Auxiliary Lane	On OR217 from about 72nd Ave to SWE Scholl's Ferry Road (OR210) construct New NB auxiliary lane segments - Adding only PE phase at this time	\$54,000,000
7	18772	ODOT	OR212: SE RICHEY RD - US26	Multi-lift paving of the highway in conjunction with targeted deeper pavement	\$700,000
8	19355	ODOT	OR212: ROCK CREEK - RICHEY RD	Repave roadway and upgrade ADA to current standards	\$1,210,451
9	19356	ODOT	OR212: UPRR STRUCTURE - ROCK CREEK	Repave roadway (1R) and upgrade ADA to current standards. Three inch inlay between fog lines (six inches beyond)	\$657,473
10	New	ODOT	OR213: FOSTER - LINDY	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed	\$9,200,000
11	20299	ODOT	US26: SYLVAN - OR217	Repave mainline of roadway to improve pavement condition and extend service life.	\$624,212
12	20435	ODOT	OR99W: I-5 - MCDONALD ST	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed. Includes full signal upgrade at Johnson/Main.	\$1,000,000
13	New	ODOT	OR99W: MCDONALD - FISCHER RD	Repave roadway, upgrade ADA ramps to current standards, improve access management, and address drainage as needed (HB2017 awarded project, \$8,100,000 original award)	\$8,100,000
14	20300	ODOT	US26: OR217 - CORNELL RD	Repave mainline of roadway to improve pavement condition and extend service life.	\$994,894
15	19071	ODOT	I-5 Rose Quarter Congestion Relief Project	This project continues prior planning and project development efforts of the Broadway-Weidler Facility Plan and the N/NE Quadrant Plan, which identified transportation investments that would result in improved safety and operations and support economic growth. Proposed multi-modal improvements include: Ramp-to-Ramp (Auxiliary) Lanes, Highway Shoulders, Highway Covers, New Overcrossing, I-5 Southbound Ramp	Directed funding to add \$14,265,452 of NHFP funding for a total \$20,391,998 in the Preliminary Engineering phase

				Relocation, New Bike and Ped Crossing, and improved Bike and Ped Facilities.
Note: NHFP = federal National Highway Freight Program funding				

Other 2018 MTIP Project Corrections and/or New Project Submissions (non HB2017)

A portion of this amendment initiates corrective programming actions to several existing 2018 MTIP projects, or is submitting new projects for inclusion in the 2018 MTIP. Several reasons exist for the required project corrections. Four of the main reasons include (1) projects not obligating a 2017 phase which now needs to slip into 2018. (2) Scope and/or funding changes have occurred to projects after the 2018 MTIP was locked down for final reviews and approvals. (3) Project delays in completing a specific phase (most notably Preliminary Engineering) resulting in schedule delays and changes to implementation phase obligation years. (4) The emergence of new regional significant, federally funded, or new projects needing federal approvals that are required to be programmed in the MTIP. The purpose of completing these “clean-up” amendments are to ensure the 2018 STIP and 2018 MTIP match correctly per federal requirements. With permission from FHWA, phase slip corrections to eighteen projects were allowed to be processed as administrative modifications during October 2017. Clean-up amendment actions will continue over the next couple of monthly bundled amendments either as formal corrections or administrative modifications to the 2018 MTIP.

A third part of the October 2017 Formal MTIP Amendment includes needed corrections or updates to projects supporting the 2019-2021 Metro-TriMet TOD fund exchange and the High Capacity Transit Bond Payment projects. Upon review of the HCT Bond Payment projects, the project projects are being combined together based on their total annual payment amount rather than being programmed against their specific resolution amount. This will eliminate having multiple HCT bond payment projects programmed each year. Using the updated bond payment schedule as identified as part of Resolution 17-4848, the total amount among Resolutions 08-3942, 10-4185, 17-4800, and 17-4848 is being programmed annually as a single project. The funding from other existing annual bond payments is being combined into the following projects:

<u>Key</u>	<u>Year</u>	<u>Lead</u>	<u>Project Name</u>
20830	2019	TriMet	2019 Regional High Capacity Transit Bond Payment
20832	2020	TriMet	2020 Regional High Capacity Transit Bond Payment
20834	2021	TriMet	2021 Regional High Capacity Transit Bond Payment

What is the requested action?

JPACT has provided an approval recommendation and is requesting Council approval of resolution 17-4853 enabling the new HB2017, TOD fund exchange projects, HCT bond payment projects and needed corrections to the 2018 MTIP projects to occur enabling final approval from USDOT.

A summary of the projects included in the September 2017 Formal MTIP Amendment bundle is provided in the following tables on the next pages.

1. Project: OR8: SE 73rd -Minter Bridge	
Lead Agency:	ODOT
ODOT Key Number:	New TBD. The Key number has not yet been assigned to the project
Project Description:	This project is a major non-capacity, preservation category, rehab type scope element that will repave roadway, upgrade ADA ramps to current standards, and address drainage as needed
What is changing?	This is a new project being added to the 2018 MTIP with funding awarded from HB2017. The federal fund code of Advance Construction (ADVCON) will be used to

	program the awarded funding.
Additional Details:	This is a new HB2017 awarded project for Region 1. Only the Preliminary Engineering phase is being programmed at this time. RIW (if required) and the Construction phase will be added in 2019 or 2020.
Why a Formal amendment is required?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	HB2017 awarded \$1,500,000 in funding for the project.
Added Notes:	OTC approval was required for this project. Approval occurred during their September 22, 2017 meeting.

2. Project: US30: Sandy River (Troutdale) Bridge (BR#0219)	
Lead Agency:	ODOT
ODOT Key Number:	19763
Project Description:	Design shelf ready plans to paint bridge; replace sidewalk, and repair foundation
What is Changing?	Adding the construction phase and funding (HB2017 awarded funding) to the project through this amendment.
Additional Details:	Non capacity enhancing bridge rehabilitation project. The construction phase is planned to occur in 2019
Why a Formal amendment?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes that exceed 20% for \$1 million or greater projects require a formal MTIP amendment
Total Programmed Amount:	Adding the construction phases increases the total project programming from \$565,000 to \$6,315,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting.

3. Project: OR99W: Tualatin River NB Bridge	
Lead Agency:	ODOT
ODOT Key Number:	20471
Project Description:	Design shelf ready plans to replace the current structural overlay
What is Changing?	Through this amendment, the construction phase funding is being added to the project.
Additional Details:	
Why a Formal amendment?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes that exceed 50% for project costs under \$500,000 require a formal MTIP amendment
Total Programmed Amount:	Total HB2017 funding award is \$110,000,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

4. Project: I-5 Over NE Hassalo St and NE Holiday St (BR# 08583)	
Lead Agency:	ODOT
ODOT Key Number:	New project
Project Description:	Design shelf ready plans to replace the current structural overlay
What is Changing?	Adding a new HB2017 awarded project to the 2018 MTIP
Additional Details:	100% HB2017 funded project. The federal fund code Advance Construction (ADVCON) is being used in place of the State fund code HB2017 for programming purposes.
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to

	add the project to the MTIP.
Total Programmed Amount:	The PE phase programming total is \$1,000,000 with Construction at \$4,000,000. The total project cost estimate is \$5,000,000.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

5. Project:	I-84: East Portland Fwy - NE 181st Ave
Lead Agency:	ODOT
ODOT Key Number:	20410
Project Description:	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave
What is Changing?	The amendment replaces PE phase NHPP funding with HB2017 awarded funding (using the Advance Construction fund type code) and adds the construction phase to the 2018 MTIP
Additional Details:	100% HB2017 funded project. The federal fund code Advance Construction (ADVCON) is being used in place of the State fund code HB2017 for programming purposes.
Why a Formal amendment?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, cost changes that exceed 50% for project costs under \$500,000 require a formal MTIP amendment
Total Programmed Amount:	The PE phase programming total is \$500,000 with Construction at \$3,100,000. The total project cost estimate is \$3,600,000.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting

6. Project:	I-84: Fairview - Marine Drive & Tooth Rock Tunnel
Lead Agency:	ODOT
ODOT Key Number:	20298
Project Description:	Repave a section of I-84 between Fairview and Marine Dr, repaves the Tooth Rock tunnel and installs a full signal upgrade (including ADA) at NE 238th Ave
What is Changing?	Awarded HB2017 funding is being added to the PE and Construction phases to address a funding shortfall in both phases based on the latest cost estimates for the project
Additional Details:	Existing project
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, cost increases above 20% for \$1 million or greater project costs require a formal amendment.
Total Programmed Amount:	The total project programming increases from \$4,792,148 to \$5,792,148. Total HB2017 funding award is 1,000,000. The fund code Advanced Construction (ADVCON) will be used for programming purposes in place of the HB2017 fund type code.
Other and Notes:	OTC HB2017 project approval at their September 22, 2017 meeting
End HB2017 Project List as part of the Amendment	

Begin 2018 MTIP Project Corrections or Additions Requiring a Formal Amendment	
7. Project:	Transit Oriented Development Program - 2018
Lead Agency:	Metro
ODOT Key Number:	19286
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STP funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2018 Preventive Maintenance (TOD) project that receives the federal STP, it is required to be processed as a formal MTIP amendment.

Total Programmed Amount:	MTIP programming for Key 19286 replace federal STP with local TriMet funds supporting 2018 TOD activities. Total programmed amount remains unchanged at \$3,461,176.
Other and Notes:	2018 annual Metro-TriMet TOD fund exchange

8. Project: TriMet Preventive Maintenance (TOD) 2018	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STP for preventive maintenance needs during 2018 from Key 19286 above.
Additional Details:	Local funds transferred to Key 19286
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	Total programming remains unchanged at \$3,461,176
Other and Notes:	2018 annual Metro-TriMet fund exchange

9. Project: Transit Oriented Development Program - 2019	
Lead Agency:	Metro
ODOT Key Number:	20881
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STBG funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2019 Preventive Maintenance (TOD) project that receives the federal STP, it is required to be processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 20881 replaces federal STBG with local TriMet funds supporting 2019 TOD activities. Total programmed amount remains unchanged at \$3,555,298.
Other and Notes:	2019 annual Metro-TriMet TOD fund exchange

10. Project: TriMet Preventive Maintenance (TOD) 2019	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STP for preventive maintenance needs during 2019 from Key 20881 above.
Additional Details:	Local funds transferred to Key 20881
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	Total programming remains unchanged at \$3,555,298
Other and Notes:	2019 annual Metro-TriMet TOD fund exchange

11. Project: Transit Oriented Development Program - 2020	
Lead Agency:	Metro
ODOT Key Number:	20882
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STBG funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2020 Preventive Maintenance (TOD) project that receives the federal STBG, it is required to be processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 20882 replaces federal STBG with local TriMet funds supporting 2020 TOD activities. Total programmed amount remains unchanged at \$3,662,242.
Other and Notes:	2020 annual Metro-TriMet TOD fund exchange

12. Project: TriMet Preventive Maintenance (TOD) 2020	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STBG for preventive maintenance needs during 2020 from Key 20882 above.
Additional Details:	Local funds transferred to Key 20882
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	Total programming remains unchanged at \$3,662,248
Other and Notes:	2020 annual Metro-TriMet TOD fund exchange

13. Project: Transit Oriented Development Program - 2021	
Lead Agency:	Metro
ODOT Key Number:	20883
Project Description:	Local fund portion Metro receives to the annual Metro-TriMet Transit Oriented Development (TOD) STP and Local funds exchange. The TOD program works directly with developers and local jurisdictions to create vibrant downtowns main streets and station areas by helping to change land use patterns near transit.
What is Changing?	Transfers the federal STBG funds to TriMet as part of the TOD fund exchange
Additional Details:	Existing project in the 2018 MTIP
Why a Formal amendment?	Because this project is paired together with TriMet's new 2021 Preventive Maintenance (TOD) project that receives the federal STBG, it is required to be processed as a formal MTIP amendment.
Total Programmed Amount:	MTIP programming for Key 20883 replaces federal STBG with local TriMet funds supporting 2021 TOD activities. Total programmed amount remains unchanged at \$3,782,120.
Other and Notes:	2021 annual Metro-TriMet TOD fund exchange

14. Project: TriMet Preventive Maintenance (TOD) 2021	
Lead Agency:	TriMet
ODOT Key Number:	New
Project Description:	Bus and rail preventive maintenance funding support
What is Changing?	Through the annual TOD fund exchange, TriMet receives federal STP for preventive maintenance needs during 2021 from Key 20883 above.
Additional Details:	Local funds transferred to Key 20883
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	Total programming remains unchanged at \$3,782,120
Other and Notes:	2021 annual Metro-TriMet TOD fund exchange

15. Project: I-205 Division St – Killingsworth St [to be deleted]	
Lead Agency:	ODOT
ODOT Key Number:	20483
Project Description:	Construct a NB Auxiliary lane on I-205 from the I-84 EB to I-205 NB off ramp at Killingsworth St and a SB Auxiliary lane on I-205 from I-84 EB to I-205 SB on ramp to the existing Auxiliary lane at Division / Powell St
What is Changing?	Key 20483 was carried-over into the 2018-21 MTIP. Subsequent to the 2018 MTIP lockdown, Key 20483 was combined into Key 18804 in the 2015 MTIP. The amendment was completed in the 2015 MTIP and was approved by OTC as well on 2/16/17. This is a technical clean-up action to now remove Key 20483 from the 2018 MTIP.
Additional Details:	Existing project previously combined into another project and canceled in the 2015 MTIP
Why a Formal amendment?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total project programming decreases from \$14,800,000 to \$0. Project is canceled in the 2018 MTIP
Other and Notes:	Original OTC approval during their February 2017 meeting and their federal funds were obligated through the 2015-18 STIP & MTIP

16. Project: I-5: Tigard Interchange – I-205 Interchange [to be deleted]	
Lead Agency:	ODOT
ODOT Key Number:	20498
Project Description:	Remove and replace asphalt surface to repair rutted pavement.
What is Changing?	Key 20498 was carried-over into the 2018-21 MTIP. Subsequent to the 2018 MTIP lockdown, Key 20498 was combined into Key 18836 in the 2015 MTIP. The amendment was completed in the 2015 MTIP and was approved by OTC as well on 2/16/17. This is a technical clean-up action to now remove Key 20483 from the 2018 MTIP.
Additional Details:	Existing project
Why a Formal amendment?	Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total project programming decreases from \$8,000,000 to \$0. Project is canceled in the 2018 MTIP.
Other and Notes:	Original OTC approval during their February 2017 meeting and their federal funds were obligated through the 2015-18 STIP & MTIP

17. Project: 2019 Regional High Capacity Transit Bond Payment	
Lead Agency:	TriMet
ODOT Key Number:	20830
Project Description:	Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.
What is Changing?	Increasing the annual bond debt payment to the required 2019 amount per Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848
Additional Details:	Reflects grand total of bond payment funds identified in the four resolutions
Why a Formal amendment?	The cost increase for \$1 million or greater project costs exceeds the 20% threshold for administrative modifications
Total Programmed Amount:	Total programming adds STBG and match and increases from \$17,831,271 to \$22,712,581
Other and Notes:	Per new resolution 17-4848 and payment schedule

18. Project: High Capacity Transit Bond Commitment (New) 2019 [to be deleted]	
Lead Agency:	Metro
ODOT Key Number:	20890
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20830 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20890 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2019 bond payments will be combined into one project in the MTIP: Key 20830
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$5,728,296 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2019 project (Key 20830) also avoids any possible double programming issues.

19. Project: Project Development Bond Commitment 2019 [to be deleted]	
Lead Agency:	Metro
ODOT Key Number:	20893
Project Description:	Funding for the regions arterial and other related improvement on bottlenecks.
What is Changing?	Key 20830 now combines the bond funding identified in the four resolutions which include these funds: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20890 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2019 bond payments will be combined into one project in the MTIP: Key 20830
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$1,404,213 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2019 project (Key 20830) also avoids any possible double programming issues.

20. Project: 2020 Regional High Capacity Transit Bond Payment	
Lead Agency:	TriMet
ODOT Key Number:	20832
Project Description:	Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.
What is Changing?	Increasing the annual bond debt payment to the required 2020 amount per Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848
Additional Details:	Reflects grand total of bond payment funds identified in the four resolutions
Why a Formal amendment?	The cost increase for \$1 million or greater project costs exceeds the 20% threshold for administrative modifications
Total Programmed Amount:	Total programming adds STBG and match and increases from \$17,831,271 to \$23,838,180
Other and Notes:	Per new resolution 17-4848 and payment schedule

21. Project: High Capacity Transit Bond Commitment (New) 2020 [to be deleted]	
Lead Agency:	Metro
ODOT Key Number:	20891
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20832 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2020 bond payments will be combined into one project in the MTIP: Key 20832
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$5,728,296 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2020 project (Key 20832) also avoids any possible double programming issues.

22. Project: Project Development Bond Commitment 2020 [to be deleted]	
Lead Agency:	Metro
ODOT Key Number:	20894
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20832 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2020 bond payments will be combined into one project in the MTIP: Key 20832
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$1,404,213 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2020 project (Key 20832) also avoids any possible double programming issues.

23. Project: 2021 Regional High Capacity Transit Bond Payment	
Lead Agency:	TriMet
ODOT Key Number:	20834
Project Description:	Funding to meet the existing commitment to pay off bonded debt that made a regional contribution to the Portland-Milwaukie Light Rail project the Portland-Lake Oswego Transit Project and costs of acquiring transit buses.
What is Changing?	Increasing the annual bond debt payment to the required 2020 amount per Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848
Additional Details:	Reflects grand total of bond payment funds identified in the four resolutions
Why a Formal amendment?	The cost increase for \$1 million or greater project costs exceeds the 20% threshold for administrative modifications
Total Programmed Amount:	Total programming adds STBG and match and increases from \$17,831,271 to \$23,838,180
Other and Notes:	Per new resolution 17-4848 and payment schedule

24. Project: High Capacity Transit Bond Commitment (New) 2021 [to be deleted]	
Lead Agency:	Metro
ODOT Key Number:	20892
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20834 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2021 bond payments will be combined into one project in the MTIP: Key 20834
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$5,728,296 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2020 project (Key 20834) also avoids any possible double programming issues.

25. Project: Project Development Bond Commitment 2021 [to be deleted]	
Lead Agency:	Metro
ODOT Key Number:	20895
Project Description:	Bond for an additional amount of flexible funds to continue investing in the Region's high-capacity transit (HCT) network.
What is Changing?	Key 20834 now combines the bond funding identified in the four resolutions which include funds from this project: Resolution 08-3942, Resolution 10-4185, Resolution 17-4800, and Resolution 17-4848. The funds are combined into Key 20830 to meet the FY 2019 total bond payment requirement. As a result, the programming in key 20891 decreases to zero and is canceled from the 2018 MTIP.
Additional Details:	All 2021 bond payments will be combined into one project in the MTIP: Key 20832
Why a Formal amendment?	Adding or <u>cancelling</u> a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
Total Programmed Amount:	Total programming decreases from \$1,404,213 to \$0. Project is canceled.
Other and Notes:	Combining into one FY2021 project (Key 20834) also avoids any possible double programming issues.

26. Project: Low or No-Emission (Low-No) Bus Program – FY 17	
Lead Agency:	SMART
ODOT Key Number:	New – TBD
Project Description:	In southern Clackamas County, purchase replacement battery electric buses for fixed routes servicing the city of Wilsonville (FTA FY2017 Low-No Grant Award).
What is Changing?	Adding a new discretionary FTA 5339c funding award from FTA's Low or No-Emission (Low-No) Bus FY 2017
Additional Details:	Funding award is for replacement electric buses
Why a Formal amendment?	Per the FHWA STIP and MTIP amendment matrix, adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized requires a full/formal amendment to be completed to add the project to the MTIP.
Total Programmed Amount:	FTA section 5339c funds awarded of \$1,450,000 plus a required local match of 15% or \$255,882 for a project programming total of \$1,705,882
Other and Notes:	FTA Award notification – September 15, 2017

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Each project and their requested changes are evaluated against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The programming factors include:

- Verification as required to programmed in the MTIP:
 - Awarded federal funds
 - Regionally significant project
 - Identified on and impacts Metro transportation modeling networks
 - Requires any sort of federal approvals
- Passes fiscal constraint verification:
 - Project eligibility for the use of the funds
 - Proof and verification of funding commitment
 - Requires the MPO to establish a documented process proving MTIP programming does not exceed the allocated funding for each year of the four year MTIP and for all funds identified in the MTIP.
- Passes RTP consistency review:
 - Identified in the current approved constrained RTP either as a stand- alone project or in an approved project grouping bucket
 - RTP project cost consistent with requested programming amount in the MTIP
 - If a capacity enhancing projects – is identified in the approved Metro modeling network
- Satisfies RTP goals and strategies consistency: Meets one or more goals or strategies identified in the current RTP
- Determined the project is eligible to be added to the MTIP, or can be legally amended as required without violating provisions of 23 CFR450.300-338 either as a formal Amendment or administrative modification:
 - Supplemental directive guidance from FHWA/FTA's approved Amendment Matrix
 - Provides conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP
 - Guidance: Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized.
 - Special programming exceptions periodically negotiated with USDOT as well.

- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring and expenditure of allocated funds
 - Acting on behalf of USDOT to provide the required forum and complete necessary discussions of proposed transportation improvements/strategies throughout the MPO.

APPROVAL STEPS AND TIMING

Metro’s approval process for formal amendment includes multiple steps. The required approvals for the October 2017 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	October 24, 2017
• TPAC notification and approval recommendation.....	October 27, 2017
• JPACT approval and recommendation to Council.....	November 16, 2017
• Completion of public notification process.....	November 22, 2017
• Metro Council approval.....	November 30, 2017

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	December 1, 2017
• Amendment bundle submission to ODOT and USDOT.....	December 4, 2017
• ODOT clarification and approval.....	January, 2018
• USDOT clarification and final amendment approval.....	January, 2018

ANALYSIS/INFORMATION

1. **Known Opposition:** None known at this time.
2. **Legal Antecedents:** Amends the 2018-2021 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 17-4817 on July 27, 2017 (For The Purpose of Adopting the Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects:** Enables the projects to obligate and expend awarded federal funds.
4. **Metro Budget Impacts:** None to Metro

RECOMMENDED ACTION:

JPACT recommends the approval of Resolution 17-4853 (Approval on November 16, 2017)

(Past Approvals: TPAC, October 27, 2017)

Agenda Item No. 5.1

Ordinance No. 17-1412, For the Purpose of Amending and
Readopting Metro Code 7.03 (Investment Policy) for Fiscal Year
2017-2018

Ordinances (1st Reading and Public Hearing)

Metro Council Meeting
Thursday, November 30, 2017
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING AND)	ORDINANCE NO. 17-1412
READOPTING METRO CODE 7.03)	
(INVESTMENT POLICY) FOR FISCAL YEAR)	Introduced by Chief Operating Officer Martha
2017-2018)	Bennett in concurrence with Council
)	President Tom Hughes

WHEREAS, Metro Code Section 7.03 contains the investment policy which applies to all cash related assets held by Metro; and

WHEREAS, the Investment Advisory Board annually reviews and approves the Investment Policy for submission to Metro Council; and

WHEREAS, the Director of Finance and Regulatory Services has proposed two change to the Investment Policy. The first change is to clarify the rating categories which Metro can invest in, by adding language “in the rating category of”.

The second change is to disallow investing in fossil fuel companies that are listed on the Carbon Fuel Underground 200™ list; and

WHEREAS, the Investment Advisory Board on October 18, 2017 voted to recommend these changes to Metro Code 7.03 and submit to the Metro Council for approval and re-adoption; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That Metro Code Chapter 7.03 is hereby amended and re-adopted as attached hereto in Exhibit A to this ordinance.

ADOPTED by the Metro Council this 7th day of December 2017.

Tom Hughes, Council President

Attest:

Approved as to Form:

Nellie Papsdorf, Recording Secretary

Alison R. Kean, Metro Attorney

INVESTMENT POLICY
METRO CODE CHAPTER 7.03
INVESTMENT POLICY**

SECTIONS TITLE

- 7.03.010 Scope
- 7.03.020 General Objectives
- 7.03.030 Standards of Care
- 7.03.040 Transaction Counterparties, Investment Advisers and Depositories
- 7.03.050 Safekeeping and Custody
- 7.03.060 Suitable and Authorized Investments
- 7.03.070 Investment Parameters
- 7.03.080 Prohibited Investments
- 7.03.090 Reporting
- 7.03.010 Policy Adoption and Re-Adoption
- 7.03.011 List of Documents Used in Conjunction with this Policy
- 7.03.012 Definitions

**Former Chapter 2.06 (readopted April 9, 1998; amended December 10, 1998; readopted April 15, 1999; readopted April 27, 2000; readopted December 11, 2001; readopted October 3, 2002; renumbered by Ordinance No. 02-976, Sec. 1; readopted June 12, 2003; amended and readopted April 7, 2005, by Ordinance No. 05-1075; readopted April 20, 2006; readopted June 21, 2007; amended and readopted June 26, 2008, by Ordinance No. 08-1190; amended and readopted June 25, 2009, by Ordinance No. 09-1216; amended and readopted June 17, 2010, by Ordinance No. 10-1243; readopted June 23, 2011, by Resolution No. 11-4272; amended and readopted June 21, 2012 by Ordinance No. 12-1280; and amended and readopted May 9, 2013 by Ordinance No. 13-1303).

7.03.010 Scope

These investment policies apply to all cash-related assets included within the scope of Metro's audited financial statements and held directly by Metro.

Funds held and invested by trustees or fiscal agents are excluded from these policies; however, such funds are subject to the regulations established by the state of Oregon.

Funds of Metro will be invested in compliance with the provisions of ORS Chapter 294 and other applicable statutes. Investments will be in accordance with these policies and written administrative procedures. Investment of any tax-exempt borrowing proceeds and of any debt service funds will comply with the Internal Revenue Code of 1986 provisions and any subsequent amendments thereto.

(Ordinance No. 90-365. Amended by Ordinance No. 97-684, Sec. 1; Ordinance No. 02-976, Sec. 1; Ordinance No. 05-1075; and Ordinance No. 09-1216, Sec. 1.)

7.03.020 General Objectives

Due to Metro's fiduciary responsibility, safety of capital and availability of funds to meet payment requirements are the overriding objectives of the investment program. Investment return targets are secondary.

- a) Safety. Investments shall be undertaken in a manner that seeks to ensure the preservation of principal in the overall portfolio and security of funds and investments. The objective will be to mitigate credit risk and interest rate risk.
 - 1) Credit Risk. Metro will minimize credit risk, the risk of loss due to the financial failure of the security issuer or backer, by:
 - Limiting exposure to poor credits and concentrating the investments in the safest types of securities.
 - Pre-qualifying the financial institutions, broker/dealers, and advisers with which Metro will do business.
 - Diversifying the investment portfolio so that potential losses on individual securities will be minimized. For securities not backed by the full faith and credit of the federal government, diversification is required in order that potential losses on individual securities would not exceed the income generated from the remainder of the portfolio.
 - Actively monitoring the investment portfolio holdings for ratings changes, changing economic/market conditions, etc.
 - 2) Interest Rate Risk. Metro will minimize the risk that the market value of securities in the portfolio will fall due to changes in general interest rates by:
 - Structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities on the open market prior to maturity.
 - The portfolio should consist largely of securities with active secondary or resale markets. A portion of the portfolio may be placed in the Local Government Investment Pool (LGIP) which offers next-day liquidity.
- b) Liquidity. The investment officer shall assure that funds are constantly available to meet immediate payment requirements, including payroll, accounts payable and debt service.
- c) Return on Investment. The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into consideration the safety and liquidity needs of the portfolio. Section 7.03.090 contains additional details on the return objectives.

Although securities are purchased with the intent to hold to maturity, securities may be sold prior to their maturity in order to improve the quality, net yield, or maturity characteristic of the portfolio.

- d) Legality. Funds will be deposited and invested in accordance with statutes, ordinances and policies governing Metro.

(Ordinance No. 87-228, Sec. 3. Amended by Ordinance No. 90-365; Ordinance No. 02-976, Sec. 1; Ordinance No. 05-1075.)

7.03.030 Standards of Care

- a) Prudence. The standard of prudence to be applied by the investment officer shall be the “prudent person” rule: “Investments shall be made with judgment and care, under circumstances then prevailing, which persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived.” The prudent person rule shall be applied in the context of managing the overall portfolio.
- b) Ethics and Conflicts of Interest. Officers and employees involved in the investment process shall refrain from personal activity that could conflict with the proper execution and management of the investment program, or that could impair their ability to make impartial decisions. Employees and investment officials shall disclose any material interests in financial institutions with which they conduct business. Disclosure shall be made to the governing body. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Employees and officers shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of Metro. Officers and employees shall, at all times, comply with the State of Oregon Government Standards and Practices code of ethics set forth in ORS Chapter 244.
- c) Delegation of Authority. The Chief Operating Officer is the investment officer of Metro. The authority for investing Metro funds is vested with the investment officer, who, in turn, designates the investment manager to manage the day-to-day operations of Metro’s investment portfolio, place purchase orders and sell orders with dealers and financial institutions, and prepare reports as required.
- d) Investment Advisory Board (IAB). There shall be an investment advisory board composed of five (5) members.
 - 1) Terms of Service. The term of service for citizens appointed to the IAB shall be three (3) calendar years. The term of appointment shall be staggered so that not more than two (2) members’ terms expire in any calendar year.
 - 2) Appointment. The investment officer shall recommend to the Council for confirmation the names of persons for appointment to the IAB.
 - 3) Duties. The IAB shall meet quarterly. The IAB will serve as a forum for discussion and act in an advisory capacity for investment strategies, banking

relationships, the legality and probity of investment activities and the establishment of written procedures for the investment operations.

- e) Monitoring the Portfolio. The investment manager will routinely monitor the contents of the portfolio comparing the holdings to the markets, relative values of competing instruments, changes in credit quality, and benchmarks. If there are advantageous transactions, the portfolio may be adjusted accordingly.
- f) Indemnity Clause. Metro shall indemnify the investment officer, chief financial officer, investment manager, staff and the IAB members from personal liability for losses that might occur pursuant to administering this investment policy. The investment officer, acting in accordance with written procedures and exercising due diligence, shall not be held personally responsible for a specific security's credit risk or market price changes, provided that these deviations are reported to the council as soon as practicable.
- g) Internal Controls. The investment officer shall maintain a system of written internal controls, which shall be reviewed annually by the IAB and the independent auditor. The controls shall be designed to prevent loss of public funds due to fraud, error, misrepresentation or imprudent actions.

Metro's independent auditor at least annually shall audit investments according to generally accepted auditing standards and this ordinance.

(Ordinance No. 05-1075.)

7.03.040 Transaction Counterparties, Investment Advisers and Depositories

- a) Broker Dealers. The Investment Officer shall determine which broker/dealer firms and registered representatives are authorized for the purposes of investing funds within the scope of this investment policy. A list will be maintained of approved broker/dealer firms and affiliated registered representatives.

The following minimum criteria must be met prior to authorizing investment transactions. The Investment Officer may impose more stringent criteria.

- i. Broker dealers must meet the following minimum criteria:
 - A. Be registered with the Securities and Exchange Commission (SEC);
 - B. Be registered with the Financial Industry Regulatory Authority (FINRA);
 - C. Provide most recent audited financials;
 - D. Provide FINRA Focus Report filings.

A periodic (at least annual) review of all authorized broker/dealers will be conducted by the Investment Officer.

- b) Investment Advisers. The Investment Officer may engage the services of one or more external investment advisers to assist in the management of Metro's investment portfolio in a manner consistent with this investment policy. If Metro hires an investment adviser to provide

investment management services, the adviser is authorized to transact with its direct dealer relationships on behalf of Metro.

Approved investment adviser firms must be registered with the Securities and Exchange Commission (SEC) or licensed by the state of Oregon; (Note: Investment adviser firms with assets under management > \$100 million must be registered with the SEC, otherwise the firm must be licensed by the state of Oregon).

A periodic (at least annual) review of all authorized investment advisers will be conducted by the Investment Officer to determine their continued eligibility within the portfolio guidelines.

- c) Depositories. All financial institutions who desire to become depositories must be qualified Oregon Depositories pursuant to ORS Chapter 295.
- d) Competitive Transactions. The Investment Officer shall obtain and document competitive bid information on all investments purchased or sold in the secondary market. Competitive bids or offers should be obtained, when possible, from at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform. In the instance of a security for which there is no readily available competitive bid or offering on the same specific issue, then the Investment Officer shall document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities at the same original issue price. However, the Investment Officer is encouraged to document quotations on comparable securities. If an investment adviser provides investment management services, the adviser must retain documentation of competitive pricing execution on each transaction and provide upon request.

7.03.050 Safekeeping and Custody

- a) Delivery vs. Payment. All securities purchased pursuant to this investment policy will be delivered by either book entry or physical delivery to a third party for safekeeping by a bank designated as custodian. Purchase and sale of all securities will be on a payment versus delivery basis. Delivery versus payment will also be required for all repurchase transactions and with the collateral priced and limited in maturity in compliance with ORS 294.035(2)(j).
Notwithstanding the preceding, an exception to the delivery versus payment policy is made when purchasing State and Local Government Series Securities (SLGS) from the United States Treasury's Bureau of Public Debt to satisfy arbitrage yield restriction requirements of the Internal Revenue Code for tax-exempt bond issues.
- b) Custody/Safekeeping. The trust department of the bank designated as custodian will be considered to be a third party for the purposes of safekeeping of securities purchased from that bank. The custodian shall issue a safekeeping receipt to Metro listing the specific instrument, rate, maturity and other pertinent information.

(Ordinance No. 05-1075.)

7.03.060 Suitable and Authorized Investments

(Definitions of terms and applicable authorizing statutes are listed in the "Summary of Investments Available to Municipalities" provided by the State Treasurer).

a) Investment Types. The following investments are permitted by this policy and ORS 294.035 and 294.810.

- 1) Lawfully issued general obligations of the United States, the agencies and instrumentalities of the United States or enterprises sponsored by the United States Government and obligations whose payment is guaranteed by the United States, the agencies and instrumentalities of the United States or enterprises sponsored by the United States Government. Maximum percent of portfolio allocation is 100%. No more than 40% of the portfolio in any one agency, instrumentality, or sponsored enterprise.
- 2) Certificates of Deposit (CD) from commercial banks in Oregon and insured by the Federal Deposit Insurance Corporation (FDIC). Maximum percent of portfolio allocation is 100%. Investments in Certificates of Deposit invested in any one institution shall not exceed 5% of the total available funds and 15% of the equity of the financial institution.
- 3) Repurchase Agreements (Repo's) purchased from any qualified institution provided the master repurchase agreement is effective and the safekeeping requirements are met. The repurchase agreement must be in writing and executed in advance of the initial purchase of the securities that are the subject of the repurchase agreement.
 - i. ORS 294.035 (3)(j) requires repurchase agreement collateral to be limited in maturity to three years and priced according to percentages prescribed by written policy of the Oregon Investment Council or the Oregon Short-Term Fund Board.
 - ii. ORS 294.135 (2) limits the maximum term of any repurchase agreement to 90 days.
 - iii. Acceptable collateral:
 - A. US Treasury Securities: 102%
 - B. US Agency Discount and Coupon Securities: 102%

Maximum percent of portfolio allocation is 50%. The investment officer shall not enter into any reverse repurchase agreements.

- 4) Banker's Acceptances (BA) that are (i) guaranteed by, and carried on the books of, a qualified financial institution, (ii) eligible for discount by the Federal Reserve System, and (iii) issued by a qualified financial institution whose short-term letter of credit rating is rated in the highest category (A-1, P-1, F-1) by one or more nationally recognized statistical rating organization.

Qualified institution means a financial institution that is located and licensed to do banking business in the state of Oregon; or a financial institution located in the states of California, Idaho, or Washington that is wholly owned by a bank holding company that owns a

financial institution that is located and licensed to do banking business in the state of Oregon.

Maximum percent of portfolio allocation is 25%. Investments in Bankers' Acceptances invested in any one institution shall not exceed 5% of the total available funds and 15% of the equity of the financial institution.

- 5) Corporate indebtedness subject to a valid registration statement on file with the Securities and Exchange Commission or issued under the authority of section 3(a)(2) or 3(a)(3) of the Securities Act of 1933, as amended. Must be issued by a commercial, industrial or utility business enterprise, or by or on behalf of a financial institution, including a holding company owning a majority interest in a qualified financial institution. ~~The combined total invested in corporate indebtedness may not exceed 35%. Maximum allocation of 35%.~~ No more than 5% of the total portfolio with any one corporate entity.
 - a) Commercial Paper (CP) rated on the trade date P-1 or better by Moody's Investors Service or A-1 or better by Standard & Poor's Corporation or equivalent rating by any nationally recognized statistical rating organization.
 - b) Corporate indebtedness must be rated on trade date ~~in a rating category of "Aa"~~ or better by Moody's Investors Service or ~~a rating category of "AA"~~ or better by Standard & Poor's Corporation or equivalent by any nationally recognized statistical rating organization.
 - c) Notwithstanding subparagraph (a) and (b) of this paragraph, the corporate indebtedness must be rated on the trade date P-2 or ~~in a rating category of "A"~~ or better by Moody's Investors Service or A-2 or ~~in a rating category of "A"~~ or better by Standard & Poor's Corporation or equivalent rating by any nationally recognized statistical rating organization when the corporate indebtedness is:
 - i.) Issued by a business enterprise that has its headquarters in Oregon, employs more than 50 percent of its permanent workforce in Oregon or has more than 50 percent of its tangible assets in Oregon; or
 - ii.) Issued by a holding company owning not less than a majority interest in a qualified financial institution, as defined by ORS 294.035, located and licensed to do banking business in Oregon or by a holding company owning not less than a majority interest in a business enterprise described in sub-subparagraph (i) of this subparagraph.
- 6) Lawfully issued debt obligations of the agencies and instrumentalities of the State of Oregon or its political subdivisions with a long-term rating ~~of in a rating category of "A"~~ or an equivalent rating or better or the highest category for short term municipal debt.

Lawfully issued debt obligations of the States of California, Idaho ~~and or~~ Washington or their political subdivisions with a long-term rating ~~of in a rating category of "AA"~~ or an equivalent rating or better or the highest category for short term municipal debt.

Maximum percent of portfolio allocation is 25%. No more than 5% of the total portfolio in any one issuing entity.

Such obligations may be purchased only if there has been no default in payment of either the principal of or the interest on the obligations of the issuing county, port, school district or city, for a period of five years next preceding the date of the investment, per ORS 294.040.

- 7) State of Oregon Investment Pool. Maximum allowed per ORS 294.810, with the exception of pass-through funds (in and out within 10 days). A thorough investigation of the pool/fund is required prior to investing, and on a continual basis. Metro shall perform a periodic review of:
 - i) Pool’s investment policy and objectives
 - ii) Interest calculations and how it is distributed
 - iii) How the securities are safeguarded
 - iv) How often the securities are priced
- 8) Market Interest Accounts and Checking Accounts. Metro shall maintain necessary allocation needed for daily cash management efficiency.
- b) Callable securities. The maximum percent of callable securities in the portfolio shall be 35%.
- c) Summary of Permitted Investments.

Investment Type	Maximum Maturity	Maximum Portfolio Allocation	Maximum Allocation Per Issuer	Minimum Rating
U.S. Treasuries	5 years	100%	100%	-
Federal Agencies	5 years	100%	40%	-
Time CDs	5 years	100%	5%	FDIC insured
Repurchase Agreements	90 days	50%	-	Collateralized
Bankers Acceptances	180 days	25%	5%	A-1
Corporate notes	5 years	35%	5%	AA ₋ A ₋ if OR
Commercial Paper	270 days		5%	A-1 A-2 if OR
OR munis	5 years	25%	5% (per issuing entity)	A ₋
ID, CA, WA munis	5 years		5%	AA ₋

			(per issuing entity)	
OSTF	-	Amount established by ORS 294.810	-	-
Market interest and checking accounts	-	Amount necessary for daily cash mgmt	-	-

(Ordinance No. 05-1075. Amended by Ordinance No. 09-1216, Sec. 1; Ordinance No. 12-1280, Sec. 1.; and by Ordinance No. 13-1303).

7.03.070 Investment Parameters

- a) Diversification by Maturity. Only investments which can be held to maturity shall be purchased. Investments shall not be planned or made predicated upon selling the security prior to maturity. This restriction does not prohibit the use of repurchase agreements under ORS 294.135(2).

Funds will be invested to coincide with projected cash needs or with the following serial maturity:

- 20% minimum to mature under three months;
- 25% minimum to mature under 18 months;
- 100% minimum to mature under five years.

At all times, Metro will maintain a minimum amount of funds to meet liquidity needs for the next three months, which can be through a combination of cash and investments. The duration of Metro’s portfolio shall not exceed 2.5 years.

Investments may not exceed five (5) years. Investment maturities beyond 18 months may be made when supported by cash flow projections which reasonably demonstrate that liquidity requirements will be met.

- b) Diversification by Investment. The investment officer will diversify the portfolio to avoid incurring unreasonable risks inherent in over-investing in specific instruments, individual financial institutions, or maturities.
- c) Collateralization. Deposit-type securities (i.e., Certificates of Deposit) and all bank deposits for any amount exceeding FDIC coverage shall be collateralized through the Public Funds Collateralization Program as required by ORS Chapter 295. ORS Chapter 295 governs the collateralization of Oregon public funds and provides the statutory requirements for the Public Funds Collateralization Program. Bank depositories are required to pledge collateral against any public funds deposits in excess of deposit insurance amounts. ORS 295 sets the specific value of the collateral, as well as the types of collateral that are acceptable.
- d) Total Prohibitions. The investment officer may not make a commitment to invest funds or sell securities more than 14 business days prior to the anticipated date of settlement of the purchase or sale transaction and may not agree to invest funds or sell securities for a fee other

than interest. Purchase of standby or forward commitments of any sort are specifically prohibited.

- e) Adherence to Investment Diversification. Diversification requirements must be met on the day an investment transaction is executed. If due to unanticipated cash needs, investment maturities or marking the portfolio to market, the investment in any security type, financial issuer or maturity spectrum later exceeds the limitations in the policy, the investment officer is responsible for bringing the investment portfolio back into compliance as soon as is practical.

(Ordinance No. 05-1075. Amended by Ordinance No. 08-1190 and by Ordinance No. 13-1302).

7.03.080 Prohibited Investments

- a) Private Placement or 144A Securities. Private placement or “144A” securities are not allowed. “144A” securities include commercial paper issued under section 4(2)144A (also known as “4(2)A”) of the Securities Act of 1933.
- b) Mortgage-backed Securities are not allowed.
- c) ~~e~~ — Securities Lending. Metro shall not lend securities nor directly participate in a securities lending program.
- ~~e~~d) Fossil Fuel Companies Listed on the Carbon Fuel Underground 200™ list- Metro shall not invest directly in fossil fuel securities listed on the Carbon Fuel Underground 200 List.

7.03.090 Reporting

- a) Methods. A transaction report shall be prepared by the investment manager not later than one business day after the transaction, unless a trustee, operating under a trust agreement, has executed the transaction. The trustee agreement shall provide for a report of transactions to be submitted by the trustee on a monthly basis.
- b) Compliance. Quarterly reports shall be prepared for each regular meeting of the IAB to present historical information for the past 12-month period and that allows the IAB to ascertain whether investment activities during the reporting period have conformed to the investment policy. Copies shall be provided to the Chief Operating Officer and the Metro Council. At each quarterly meeting, a report reflecting the status of the portfolio will be submitted for review and comment by at least three (3) members of the IAB. Discussion and comment on the report will be noted in minutes of the meeting. If concurrence is not obtained, notification will be given to the investment officer, including comments by the IAB.
- c) Performance Standards. The overall performance of Metro’s investment program is evaluated quarterly by the IAB using the objectives outlined in this policy. The quarterly report which confirms adherence to this policy shall be provided to the Metro Council as soon as practicable.

The investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. The primary benchmark of the portfolio will be the Bank of America Merrill Lynch 0-3 Year US Treasury Index. The Investment Officer may use other appropriate benchmarks including the Local Government Investment Pool's monthly average yield or a series of appropriate benchmarks consistent with Metro's investment objectives for additional analysis. Metro will use these benchmarks to determine the effectiveness of the investment strategy and return relative to market. The Investment Officer, IAB, and the Investment Advisor will review benchmarks annually for appropriateness and consistency with Metro's investment objectives.

- d) Accounting Method. Metro shall comply with all required legal provisions and Generally Accepted Accounting Principles (GAAP). The accounting principles are those contained in the pronouncements of authoritative bodies, including, but not necessarily limited to, the American Institute of Certified Public Accountants (AICPA); the Financial Accounting Standards Board (FASB); and the Government Accounting Standards Board (GASB).

(Ordinance No. 05-1075.)

7.03.010 Policy Adoption and Re-adoption

- a) The investment policy must be reviewed by the IAB and the Oregon Short-Term Fund Board prior to adoption by the Metro Council. Adoption of this policy supersedes any other previous Council action or policy regarding Metro's investment management practices.
- b) This policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.

(Ordinance No. 05-1075.)

7.03.011 List of Documents Used in Conjunction with this Policy

The following documents are used in conjunction with this policy and are available from the investment manager upon request:

- List of Authorized Brokers and Dealers
- List of Primary Dealers
- Calendar of Federal Reserve System Holidays
- Calendar of Local Government Investment Pool Holidays
- Broker/Dealer Request for Information
- Oregon State Treasury's Summary of Liquid Investments Available to Local Governments for Short-Term Fund Investment
- Oregon State Treasury's U.S. Government and Agency Securities for Local Government Investment Under ORS 294.035 and 294.040
- Oregon State Treasury's List of Qualified Depositories for Public Funds

- Attorney General's letter of advice: Certificates of Deposit, ORS 294.035 and ORS Chapter 295
- Oregon Revised Statute Chapter 294 – County and Municipal Financial Administration
- Oregon Revised Statute Chapter 295 – Depositories of Public Funds and Securities
- Government Finance Officers Association Glossary of Cash Management Terms

(Ordinance No. 05-1075.).

7.03.012 Definitions

Accrued Interest. Interest earned but which has not yet been paid or received.

Benchmark Notes/Bonds: Benchmark Notes and Bonds are a series of FNMA “bullet” maturities (non-callable) issued according to a pre-announced calendar. Under its Benchmark Notes/Bonds program, 2, 3, 5, 10 and 30-year maturities are issued each quarter. Each Benchmark Notes new issue has a minimum size of \$4 billion, 30-year new issues having a minimum size of \$1 billion, with reopenings based on investor demand to further enhance liquidity. The amount of non-callable issuance has allowed FNMA to build a yield curve in Benchmark Notes and Bonds in maturities ranging from 2 to 30 years. The liquidity emanating from these large size issues has facilitated favorable financing opportunities through the development of a liquid overnight and term repo market. Issues under the Benchmark program constitute the same credit standing as other FNMA issues; they simply add organization and liquidity to the intermediate- and long-term Agency market.

Book Value. The value at which a debt security is reflected on the holder's records at any point in time. Book value is also called “amortized cost” as it represents the original cost of an investment adjusted for amortization of premium or accretion of discount. Also called “carrying value.” Book value can vary over time as an investment approaches maturity and differs from “market value” in that it is not affected by changes in market interest rates.

Bullet Notes/Bonds. Notes or bonds that have a single maturity date and are non-callable.

Callable Bonds/Notes. Securities which contain an imbedded call option giving the issuer the right to redeem the securities prior to maturity at a predetermined price and time.

Certificate of Deposit Account Registry Service (CDARS). A private service that breaks up large deposits (from individuals, companies, nonprofits, public funds, etc.) and places them across a network of banks and savings associations around the United States. Allows depositors to deal with a single bank that participates in CDARS but avoid having funds above the FDIC deposit insurance limits in any one bank.

Commercial Paper. Short term unsecured promissory note issued by a company or financial institution. Issued at a discount and matures for par or face value. Usually a maximum maturity of 270 days, and given a short-term debt rating by one or more NRSROs.

Coupon Rate. Annual rate of interest on a debt security, expressed as a percentage of the bond's face value.

Discount Notes. Unsecured general obligations issued by Federal Agencies at a discount. Discount notes mature at par and can range in maturity from overnight to one year.

Federal Agency Security. A security issued by a federal agency or certain federally chartered entities (often referred to as government-sponsored enterprises or GSEs). Agency securities typically are not guaranteed by the federal government, particularly those of GSEs.

Federal Farm Credit Bank (FFCB). One of the large Federal Agencies. A Government Sponsored Enterprise (GS) system that is a network of cooperatively-owned lending institutions that provide credit services to farmers, agricultural cooperatives and rural utilities. The FFCBs act as financial intermediaries that borrow money in the capital markets and use the proceeds to make loans and provide other assistance to farmers and farm-affiliated businesses. Consists of the consolidated operations of the Banks for Cooperatives, Federal Intermediate Credit Banks, and Federal Land Banks. Frequent issuer of discount notes, agency notes and callable agency securities. FFCB debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and agricultural industry.

Federal Home Loan Bank System (FHLB). One of the large Federal Agencies. A Government Sponsored Enterprise (GSE) system, consisting of wholesale banks (currently twelve district banks) owned by their member banks, which provides correspondent banking services and credit to various financial institutions, financed by the issuance of securities. The principal purpose of the FHLB is to add liquidity to the mortgage markets. Although FHLB does not directly fund mortgages, it provides a stable supply of credit to thrift institutions that make new mortgage loans. FHLB debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes and callable agency securities. Also issues notes under its “global note” and “TAP” programs.

Federal Home Loan Mortgage Corporation (FHLMC or "Freddie Mac"). One of the large Federal Agencies. A government sponsored public corporation (GSE) that provides stability and assistance to the secondary market for home mortgages by purchasing first mortgages financed by the sale of debt and guaranteed mortgage backed securities. FHLMC debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes, callable agency securities and MBS. Also issues notes under its “reference note” program.

Federal National Mortgage Association (FNMA or "Fannie Mae"). One of the large Federal Agencies. A government sponsored public corporation (GSE) that provides liquidity to the residential mortgage market by purchasing mortgage loans from lenders, financed by the issuance of debt securities and MBS (pools of mortgages packaged together as a security). FNMA debt is not an obligation of, nor is it guaranteed by the U.S. government, although it is considered to have minimal credit risk due to its importance to the U.S. financial system and housing market. Frequent issuer of discount notes, agency notes, callable agency securities and MBS. Also issues notes under its “benchmark note” program.

Federal Reserve Bank. One of the 12 distinct banks of the Federal Reserve System.

Global Notes: Notes designed to qualify for immediate trading in both the domestic U.S. capital market and in foreign markets around the globe. Usually large issues that are sold to investors

worldwide and therefore have excellent liquidity. Despite their global sales, global notes sold in the U.S. are typically denominated in U.S. dollars.

Government National Mortgage Association (GNMA or "Ginnie Mae"). One of the large Federal Agencies. Government-owned Federal Agency that acquires, packages, and resells mortgages and mortgage purchase commitments in the form of mortgage-backed securities. Largest issuer of mortgage pass-through securities. GNMA debt is guaranteed by the full faith and credit of the U.S. government (one of the few agencies that is actually full faith and credit of the U.S.).

Government Sponsored Enterprise (GSE). Privately owned entity subject to federal regulation and supervision, created by the U.S. Congress to reduce the cost of capital for certain borrowing sectors of the economy such as students, farmers, and homeowners. GSEs carry the implicit backing of the U.S. Government, but they are not direct obligations of the U.S. Government. For this reason, these securities will offer a yield premium over Treasuries. Examples of GSEs include: FHLB, FHLMC, and FNMA.

Market Value. The fair market value of a security or commodity. The price at which a willing buyer and seller would pay for a security.

Mortgage Backed Security (MBS). A type of asset-backed security that is secured by a mortgage or collection of mortgages. These securities must also be grouped in one of the top two ratings as determined by a accredited credit rating agency, and usually pay periodic payments that are similar to coupon payments. Furthermore, the mortgage must have originated from a regulated and authorized financial institution.

NRSRO. A “Nationally Recognized Statistical Rating Organization.” A designated rating organization that the SEC has deemed a strong national presence in the U.S. NRSROs provide credit ratings on corporate and bank debt issues. Only ratings of a NRSRO may be used for the regulatory purposes of rating. Includes Moody’s, Standard and Poor’s, Fitch and Duff & Phelps.

Par Value. Face value, stated value or maturity value of a security.

Primary Dealer. Any of a group of designated government securities dealers designated by to the Federal Reserve Bank of New York. Primary dealers can buy and sell government securities directly with the Fed. Primary dealers also submit daily reports of market activity and security positions held to the Fed and are subject to its informal oversight. Primary dealers are considered the largest players in the U.S. Treasury securities market.

Primary Market. Market for new issues of securities, as distinguished from the Secondary Market, where previously issued securities are bought and sold. A market is primary if the proceeds of sales go to the issuer of the securities sold. The term also applies to government securities auctions

Reference Bills: FHLMC’s short-term debt program created to supplement its existing discount note program by offering issues from one month through one year, auctioned on a weekly or on an alternating four-week basis (depending upon maturity) offered in sizeable volumes (\$1 billion and up) on a cycle of regular, standardized issuance. Globally sponsored and distributed, Reference Bill issues are intended to encourage active trading and market-making and facilitate the development of a term repo market. The program was designed to offer predictable supply, pricing transparency and liquidity, thereby providing alternatives to Treasury bills. FHLMC’s Reference Bills are unsecured general corporate obligations. This program supplements the corporation’s existing discount note

program. Issues under the Reference program constitute the same credit standing as other FHLMC discount notes; they simply add organization and liquidity to the short-term Agency discount note market.

Reference Notes: FHLMC's intermediate-term debt program with issuances of 2, 3, 5, 10 and 30-year maturities. Initial issuances range from \$2 - \$6 billion with reopenings ranging \$1 - \$4 billion. The notes are high-quality bullet structures securities that pay interest semiannually. Issues under the Reference program constitute the same credit standing as other FHLMC notes; they simply add organization and liquidity to the intermediate- and long-term Agency market.

Secondary Market. Markets for the purchase and sale of any previously issued financial instrument.

TAP Notes: Federal Agency notes issued under the FHLB TAP program. Launched in 6/99 as a refinement to the FHLB bullet bond auction process. In a break from the FHLB's traditional practice of bringing numerous small issues to market with similar maturities, the TAP Issue Program uses the four most common maturities and reopens them up regularly through a competitive auction. These maturities (2,3,5 and 10 year) will remain open for the calendar quarter, after which they will be closed and a new series of TAP issues will be opened to replace them. This reduces the number of separate bullet bonds issued, but generates enhanced awareness and liquidity in the marketplace through increased issue size and secondary market volume.

Tennessee Valley Authority (TVA): A federally owned corporation in the United States created by congressional charter in May 1933 to provide navigation, flood control, electricity generation, fertilizer manufacturing, and economic development in the Tennessee Valley, a region particularly impacted by the Great Depression. The enterprise was a result of the efforts of Senator George W. Norris of Nebraska. TVA was envisioned not only as a provider, but also as a regional economic development agency that would use federal experts and electricity to rapidly modernize the region's economy and society.

Treasury Bills (T-Bills). Short-term direct obligations of the United States Government issued with an original term of one year or less. Treasury bills are sold at a discount from face value and do not pay interest before maturity. The difference between the purchase price of the bill and the maturity value is the interest earned on the bill. Currently, the U.S. Treasury issues 4-week, 13-week and 26-week T-Bills

Treasury Bonds. Long-term interest-bearing debt securities backed by the U.S. Government and issued with maturities of ten years and longer by the U.S. Department of the Treasury.

Treasury Notes. Intermediate interest-bearing debt securities backed by the U.S. Government and issued with maturities ranging from one to ten years by the U.S. Department of the Treasury. The Treasury currently issues 2-year, 3-year, 5-year, 7-year and 10-year Treasury Notes.

U.S. Government Backed Securities. FDIC-guaranteed corporate debt issued under the Temporary Liquidity Guarantee Program (TLGP) and backed by the full faith and credit of the United States Government with a maximum final maturity of five years.

Yield to Maturity (YTM) at Cost. The percentage rate of return paid if the security is held to its maturity date at the original time of purchase. The calculation is based on the coupon rate, length of time to maturity, and original price. It assumes that coupon interest paid over the life of the security

is reinvested at the same rate. The Yield at Cost on a security remains the same while held as an investment.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 17-1412, FOR THE PURPOSE OF AMENDING AND READOPTING METRO CODE 7.03 (INVESTMENT POLICY) FOR FISCAL YEAR 2017-2018

Date: 11/30/2017

Prepared by: Tim Collier Ext. 1913

BACKGROUND

Metro Code, Chapter 7.03 contains the Investment Policy that applies to all cash-related assets held by Metro. Metro code requires the annual review and readopting with the assistance of the Investment Advisory Board who are appointed on staggered terms by the Council President. This Investment Policy is being submitted to Council for review and re-adoption in accordance with Section 7.03.080 of Metro Code.

The format of Metro's Investment Policy conforms to the Oregon State Treasury's Sample Investment Policy for Local Governments and the Government Finance Officers Association's (GFOA) Sample Investment Policy. This allows Metro's policy to be readily compared to investment policies of other local governments that have adopted the same GFOA format.

The Investment Advisory Board (IAB) members reviewed recommendations by the Director of Finance and Regulatory Services and approved the changes on October 18, 2017.

The first recommended change is in regards to Section 7.03.060 Suitable and Authorized Investments: Proposed changes to this section seek to clarify allowable ratings categories for corporate and municipal obligations, and add a new investment class to Metro's permissible investments. We had previously qualified that "Aa" and "AA" specifically refer to credit rating categories offered by Moody's Investors Service and Standard and Poor's Financial Services. This amendment clarifies that the Statute's rating requirements encompass the entirety of the rating category, which include ratings with +, - or 1, 2, 3 modifiers. This revision will result in greater clarity in interpretation of credit rating

The second recommended change is to formally adopt into the policy in Section 7.03.080, Prohibited Investments, Metro Council's Resolution 16-4721 prohibiting Metro from investing in any fossil fuel securities listed on the Carbon Fuel Underground 200 TM list. This language has been added to the Prohibited Investment section of the Policy.

The policy has been approved by the Oregon Short Term Fund Board in this form.

ANALYSIS/INFORMATION

1. **Known Opposition** None
2. **Legal Antecedents** Metro Code, Chapter 7.03, Investment Policy, Section 7.030.080(b) proscribes that the policy shall be subject to review and re-adoption annually by the Metro Council in accordance with ORS 294.135.
3. **Anticipated Effects** N/A
4. **Budget Impacts** There are no budget impacts to this legislation.

RECOMMENDED ACTION

Staff recommends re-adoption as amended of Metro Code Chapter 7.03 by Ordinance 17-1412

Materials following this page were distributed at the meeting.

Metro

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



Metro

Minutes

Thursday, November 16, 2017

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

Council President Tom Hughes called the Metro Council meeting to order at 2:00 p.m.

Present: 5 - Council President Tom Hughes, Councilor Sam Chase, Councilor Carlotta Collette, Councilor Shirley Craddick, and Councilor Bob Stacey

Excused: 2 - Councilor Craig Dirksen, and Councilor Kathryn Harrington

2. Citizen Communication

There was none.

3. Consent Agenda

Approval of the Consent Agenda

A motion was made by Councilor Stacey, seconded by Councilor Craddick, to adopt items on the consent agenda.

The motion passed by the following vote:

Aye: 5 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, and Councilor Stacey

- 3.1 Consideration of the Council Meeting Minutes for November 02, 2017
- 3.2 Resolution No. 17-4836, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to American Honda for Transport and Disposal of Non-Recoverable Solid Waste, Including Putrescible Waste at the Covanta Waste-to-Energy Facility Located in Brooks, Oregon
- 3.3 Resolution No. 17-4837, For the Purpose of Authorizing the Chief Operating Officer to Issue a New Non-System License to the Boeing Company for Transport and Disposal of Non-Recoverable Solid Waste, Including Putrescible Waste at the Covanta Waste-to-Energy Facility Located in Brooks, Oregon
- 3.4 Resolution No. 17-4838, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to New Earth Farm for Transport of Source-Separated Food Waste to its Processing Facility Located in Hillsboro, Oregon
- 3.5 Resolution No. 17-4839, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Swan Island Dairy for Transport and Disposal of Non-Recoverable Solid Waste, Including Putrescible

Waste at the Covanta Waste-to-Energy Facility Located in Brooks, Oregon

- 3.6 Resolution No. 17-4840, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License Jointly to Willamette Resources, Inc. and Republic Services of Clackamas and Washington Counties for the Transport of Commercial Food Waste to the Pacific Region Compost Facility Located in Monmouth, Oregon for Composting
- 3.7 Resolution No. 17-4841, For the Purpose of Authorizing the Chief Operating Officer to Issue a Renewed Non-System License to Arrow Sanitary Service, Inc. for Transport of Yard Debris Mixed with Residential Food Waste and Commercial Food Waste to the West Van Materials Recovery Center Located in Vancouver, Washington for Transfer to the Dirt Hugger Composting Facility Located in Dallesport, Washington

4. Resolutions

- 4.1 Resolution No. 17-4847, For the Purpose of Amending the FY 2017-2018 Budget and Appropriations Schedule and FY 2017-18 through FY 2021-2022 Capital Improvement Plan to Provide for a Change in Operations

Council President Hughes called on Ms. Lisa Houghton, Metro staff, for a brief presentation on the resolution. Ms. Houghton provided a brief overview of the fifteen budget amendments that had been proposed for Council review and action including: additional employees for the Oregon Zoo, Finance and Regulatory Services, and Property and Environmental Services; high priority software project funding; transfer of resources between funds; staff training and classification study funding; recognition of grant revenues; and capital improvement plan changes for Property Environmental Services, the Oregon Convention Center (OCC), Portland's Center for the Arts, and the Expo Center.

Council Discussion

There was none.

A motion was made by Councilor Stacey, seconded by Councilor Collette, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, and Councilor Stacey

4.2 Resolution No. 17-4833, For the Purpose of Approving the Oregon Zoo Public Art Advisory Committee's Third Major Art Commission Recommendations

Council President Hughes called on Ms. Heidi Rahn, Dr. Don Moore, and Ms. Peggy Kendellen for a brief presentation on the resolution. Ms. Rahn spoke about the Oregon Zoo bond and noted that the zoo was in the final stretch of its bond-funded projects. She explained that part of the creation of the Polar Passage exhibit included the selection of new art pieces to enhance visitor experience and complement the goals of the exhibit. She introduced Ms. Peggy Kendellen of the Regional Arts and Culture Council to speak about public art at the Oregon Zoo. Ms. Kendellen spoke to the importance of art in the public sphere, reviewed the selection process for the zoo's artwork, and provided an overview of the pieces selected to accompany Polar Passage.

Ms. Kendellen then shared a short video the artists created that spoke to their creative process and the meaning behind the piece. Mr. Edwin and Ms. Veronica Dam de Nogales gave an overview of the three sculptural pieces made out of cast aluminum, including one that depicted a polar bear on an iceberg that used open spaces to suggest that melting and disappearing were in progress. The artists explained that the sculptures were intended to convey the connection of the polar bear to the ice, a sense of fragility and loss, and hope that action could be taken to change such loss. They noted that the focus of the pieces was on global warming and the human impact on the environment, with an underlying message focused on the importance of empathy and action. Dr. Don Moore noted that the pieces would enhance the exhibit and aligned with the Oregon Zoo's conservation goals. He thanked the Oregon Zoo Public Art Advisory Committee for their efforts and selections.

Council Discussion

Councilors thanked Oregon Zoo staff for their work and expressed admiration for the art pieces proposed. Councilor Craddick asked how Oregon Zoo staff planned to showcase the art and if they intended on including an overview of the meaning behind it. Councilor Collette expressed her appreciation for the compelling art piece and noted that it provided an opportunity to make a powerful political statement as well as a powerful artistic statement. Council President Hughes commended the piece for telling an integrated story that aligned with the zoo's goals and conservation initiatives.

A motion was made by Councilor Collette, seconded by Councilor Craddick, that this item be adopted. The motion passed by the following vote:

Aye: 5 - Council President Hughes, Councilor Chase, Councilor Collette, Councilor Craddick, and Councilor Stacey

5. Chief Operating Officer Communication

Ms. Martha Bennett provided an update on the following events or items: the annual employee ZooLights event, the upcoming Thanksgiving holiday and related Metro Regional Center closures, and the Metro Community Charitable Giving campaign. She thanked Mr. Jim Middaugh, Communications Director, for chairing the year's campaign and encouraged the Metro Council to participate in the campaign's activities, such as the silent auction or online giving.

6. Councilor Communication

Councilors provided updates on the following meetings or events: the Joint Policy Advisory Committee on Transportation (JPACT) and the Hip-Hop Nutcracker event at the Arlene Schnitzer Concert Hall.

7. Adjourn

There being no further business, Council President Hughes adjourned the Metro Council meeting at 3:03 p.m. The Metro Council will convene the next regular council meeting on November 30 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Nellie Papsdorf, Legislative and Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF NOVEMBER 16, 2017

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.1	Minutes	11/16/17	Council Meeting Minutes for November 2, 2017	111617c-01
4.2	PowerPoint	11/16/17	Polar Passage Art	111617c-02

November 29, 2017

Matthew Garrett, Director
Oregon Department of Transportation
355 Capitol Street NE, MS #11
Salem, OR 97301

Dear Director Garrett,

I appreciate the opportunity to participate in the Value Pricing Committee, convened for the first time on November 20th, 2017. As our region grows, we will need all of the tools in our toolbox to optimize the performance of the regional transportation system. I recognize that this committee's charge is not to move the region towards system-wide pricing, but rather to focus specifically on potential implementation on two segments of the overall system. There remains a need for a larger body of work that examines the implications, feasibility, and impacts of a regional pricing system, but this committee's work will significantly increase our understanding of value-pricing generally, and provide important data on the feasibility and impacts of pricing the I-5 and I-205 segments. As the representative of both the Metro Council and the federally-recognized MPO for the Portland region, I am committed to working to ensure that this committee supports the legislative charge given to ODOT, and appreciate the time and energy you have committed to it.

Given the legislatively-directed fast timeline, and the amount of material that we have to cover in each of our six meetings, I wanted to follow up on some of the points that I made at the November 20th meeting to ensure that ODOT staff have adequate time to consider and incorporate them into any materials for the December 7th meeting.

Charter

1. Metro Regional policy, as included in the federally adopted Regional Transportation Plan, says that the primary goal of value pricing in the region should be to manage demand. That is consistent with my understanding of the direction in House Bill 2017, which focuses on value pricing as a way to manage congestion. While raising revenue is a welcome secondary benefit of a congestion pricing program, the Value Pricing Committee's charter should not specifically suggest those funds are for the expansion of freeway capacity, which could result in undermining other attempts in the region to manage demand and reduce congestion. I support Commissioner Vega Pederson's recommendation that the committee charter strike the language which uses additional freeway lanes as an example of bottleneck relief projects. In addition, I would support language clarifying (as ODOT staff have suggested) that the primary goal of a value pricing program on I-5 and I-205 would be to manage congestion, not raise revenue.
2. In addition to ensuring that any program complies with state law and policy, it must also comply with regional policy as adopted by the Joint Policy Advisory Committee (JPACT) and the Metro Council. As the MPO, JPACT and the Metro Council are tasked by the federal government with ensuring that major transportation projects are

consistent with our regional policies, as outlined in the Regional Transportation Plan. As both ODOT and the MPO have been directed by FHWA to ensure stronger coordination between the two entities, this is a prime opportunity for us to demonstrate that we can align state projects with regional policies, and visa-versa. The charter should specifically point to alignment with regional policy as a goal for any value pricing program.

Objectives

1. Along with greenhouse gas emissions, any modelling should provide data on the impacts on a potential value pricing program on air quality overall, including particulate matter and ozone precursors. Air quality is an acute concern for residents living alongside the I-5 and I-205 corridors, and the public health benefits of reducing air pollution is well documented. In addition, while the greater Portland region has achieved our federal air quality goals, our status is tenuous, particularly when it comes to ozone precursors, and we need to know if programs have the ability to improve or degrade our air quality.
2. I appreciate that ODOT already proposes to examine the impacts on mode share. I hope that this committee will have adequate time to consider and evaluate different proposals for providing adequate transit service on parallel facilities, as well as other ways that transit can be made more frequent, convenient, and affordable through the value pricing program. Metro would be happy to partner with ODOT on this effort or help in anyway.
3. Finally, I support the request we heard to examine impacts at the sub-regional level. There is likely to be significant variation across the region, and we should understand what a value pricing program means for different communities.

Again, I appreciate the opportunity to serve on this panel, as well as ODOT's diligent approach to this undertaking. My comments are intended to help produce the best outcome for ODOT's process, while recognizing that there are likely larger needs beyond these two segments that will need to be considered at another point. Thank you for your consideration.

Regards,



Craig Dirksen
JPACT Chair
Metro Councilor, District 3

CC: Commissioner O'Hollaren, Oregon Transportation Commission
Commissioner Simpson, Oregon Transportation Commission
Rian Windsheimer, Region 1 Manager, ODOT
Mandy Putney, Major Projects Manager, ODOT