



600 NE Grand Ave.
Portland, OR 97232-2736

Council meeting agenda

Thursday, May 30, 2019

2:00 PM

Metro Regional Center, Council chamber

1. Call to Order and Roll Call

2. Safety Briefing

3. Public Communication

4. Presentations

- 4.1 Minority Owned, Women Owned and Emerging Small Business Procurement Follow up Audit [19-5227](#)

Presenter(s): Brian Evans, Metro

Attachments: [MWESB Procurement Program Follow-Up](#)

[MWESB Procurement Program Follow-Up Audit Highlights](#)

- 4.2 Third Quarterly Finance Report [18-5221](#)

Presenter(s): Brian Kennedy, Metro

Attachments: [Third Quarterly Finance Report](#)

5. Consent Agenda

- 5.1 Resolution No. 19-4993, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Six Projects Impacting ODOT, Portland and Tigard (Ap19-09-MAY) [RES 19-4993](#)

Attachments: [Resolution No. 19-4993](#)

[Exhibit A to Resolution No. 19-4993](#)

[Staff Report](#)

[Attachment 1 to Staff Report](#)

[Attachment 2 to Staff Report](#)

- 5.2 Considerations of the Council Meeting Minutes for May 16, 2019 [18-5235](#)

6. Chief Operating Officer Communication

7. Councilor Communication

8. Adjourn

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

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Agenda Item No. 4.1

**Minority Owned, Women Owned and Emerging Small
Business Procurement Follow up Audit**

Presentations

Metro Council Meeting
Thursday, May 30, 2019
Metro Regional Center, Council Chamber



Metro

Office of the Auditor

MWESB Procurement Program Follow-Up

Angela Owens
Senior Management Auditor

May 2019

SUMMARY

Metro made progress on all recommendations from the 2014 audit report: **MWESB**

Procurement Program: Clarify goals, align activities and improve performance reporting. Two

recommendations were fully implemented and three were in process. To meet Metro's equity in contracting goal, it will be important to ensure consistent application of program requirements. Continued efforts to improve the reliability of performance data will be necessary to effectively track progress over time.

BACKGROUND

Metro is among several governments in Oregon with a program designed to increase equity in contracting for minority-owned, woman-owned, service-disabled veteran-owned, and emerging small businesses (certified firms). The State of Oregon's economic development agency is responsible for certification. Certification is based on business size (determined by revenue or number of employees), industry type, or ownership demographics. This means that some businesses may become ineligible for certification as they grow larger, or if ownership changes.

A version of this program has been in place at Metro since at least the early 1980s. A March 2014 audit by the Metro Auditor found weaknesses in its design and implementation. These included unclear goals and undeveloped program activities. Procedures were unclear and not always followed, and a better performance measurement system was needed.

In 2017, Metro adopted administrative rules to advance equity in public contracting and promote the economic growth of certified firms. Within the Finance and Regulatory Services department (FRS), Procurement was responsible for administering and implementing the Equity in Contracting Program (program). Responsibility for carrying out the program was shared by all Metro departments and venues.

Program requirements depended on the contract type and amount. There were generally two types of contracts that affected requirements; those for public improvements such as major construction and renovation projects, and those for other types of goods or services. The dollar value of the contract also affected program requirements. In general, there were three levels: small, intermediate, and formal.

Exhibit 1: Program requirements vary by contract type and size

Contract	Public Improvement	All Others
Small	\$5,000 and under	\$10,000 and under
Intermediate	Over \$5,000 through \$100,000	Over \$10,000 through \$150,000
Formal	Over \$100,000	Over \$150,000

Source: Auditor's Office analysis of Metro's procurement administrative rules.

BRIAN EVANS

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RESULTS

Metro made progress on all audit recommendations and fully implemented two. The program more clearly defined its goal and aligned it with program activities. Adoption of administrative rules formalized the program and strengthened Procurement’s authority. During our review, Metro was still in the process of clarifying some requirements and ensuring their consistent application. Although improvements were made to strengthen the program’s performance measurement system, challenges remained. Stronger quality control reviews were necessary to ensure consistency and accuracy in the information reported. Without reliable data, Metro cannot effectively track program performance and assess progress over time.

Exhibit 2 More work was needed to fully implement three audit recommendations

2014 Audit Recommendations	Status
1. In order to strengthen the MWESB program and the procurement function, Metro should:	
a) More clearly define the goals for the program	Implemented
b) Strengthen Procurement’s ability to review and ensure compliance with policies and procedures for all contract types and values	In process
2. To improve management of the MWESB program and procurement generally, the department should:	
a) Align program activities with goals	Implemented
b) Strengthen performance measurement by developing and implementing: <ul style="list-style-type: none"> • performance measures that more accurately assess expected program performance • a methodology for calculating performance measures and to ensure consistency over time • a process to check and ensure data accuracy 	In process (Implemented) (Implemented) (In process)
c) Improve consistency by ensuring that procedures are in agreement and clearly communicate program requirements	In process

Source: Auditor’s Office analysis

Metro demonstrated a commitment to Equity in Contracting by more clearly defining the program’s goal and aligning it with program activities

Since the 2014 audit, Metro strengthened the program by more clearly defining and aligning the program goal with activities. As a result, two audit recommendations (1a and 2a) were fully implemented. The 2014 audit found that unclear goals created inconsistent expectations. There was confusion and sometimes disagreement about what the program was supposed to accomplish or the level of effort it required. Although program activities were outlined generally in Metro Code, some of the program’s activities were underdeveloped.

The program goal, to increase Metro business with certified firms, was formally adopted in the administrative rules in 2017. Program activities were

refined and formalized under the new rules. These activities included outreach and internal training. Workshops for certified firms offered technical assistance on how to navigate government solicitation processes. Work plans and processes were in place to carry out program activities.

The 2014 audit also identified the risk that other Metro plans related to diversity and equity had the potential to confuse the expectations of the program. We found additional initiatives were developed since the previous audit. Although the specifics of these efforts varied, they appeared to complement each other.

Procurement's authority to review and ensure compliance was strengthened, but additional efforts were needed to ensure consistency

The administrative rules adopted in 2017 strengthened Procurement's authority to review and ensure compliance with program requirements. However, conflicting and unclear guidance remained and Metro's ability to ensure consistent application of program requirements for all contracts was in process (recommendations 1b and 2c). Clear and consistent guidance was necessary to ensure businesses were treated equally during the solicitation process. Weaknesses in this area increased the chance that the program rules were applied inconsistently.

In 2014, lack of authority and unclear guidance were noted as reasons program requirements were not always followed. Program requirements were inconsistent across sources, left room for interpretation, and there was confusion and disagreement about how they applied. This made it difficult to conclude whether requirements were appropriately applied during solicitations. Processes were decentralized, which reduced Procurement's authority to review certain contract types.

Since the 2014 audit, Metro strengthened Procurement's authority to review and ensure compliance with policies and procedures by adopting administrative rules. This formalized program requirements in one place. It also provided the foundation against which Procurement could determine compliance. In January 2019, FRS received approval to centralize administration of contract solicitations.

The 2014 audit also found that documentation was not always available to show program requirements were followed and reviewed. Since that audit, additional forms were developed to document decision-making for program requirements. For example, direct awards for certain types of contracts up to \$50,000 were allowed, but only after the proper form was completed to ensure certain requirements were first met. For the most part, the documentation necessary to determine if program requirements were met was available for the contracts we reviewed. However, it was not always easily accessible.

More clarification was needed for contract type and threshold amounts, both of which can impact the applicability of program requirements. Hundreds of references to documents providing procurement-related guidance existed across nine different webpages. In some instances the information overlapped or was duplicative. As a result, changes in one place may require the same changes in others to avoid confusion.

Exhibit 3 About 200 references to procurement-related documents existed across 9 different webpages



Source: Auditor's Office analysis of Metro's internal website.

Some guidance was inconsistent across various sources. For example, the administrative rules required Metro to only consider quotes, bids, and proposals from certified firms for certain construction contracts over \$5,000. Guidance on Metro's internal website suggested the amount was over \$10,000. Although this difference was small in amount, it could have had an impact on which contracts were made available to certified firms.

In other instances, guidance was ambiguous and more work was needed to apply it consistently. Recent changes to the administrative rules demonstrated some of these challenges. Contractors who want to hire subcontractors needed to follow certain requirements. If they did not substantially follow those requirements, their offer was supposed to be rejected. There were different interpretations of these rules. There were also differences in how this information was tracked in formal and intermediate contracts. Changes to the administrative rules that took place in October 2018 were intended to provide some clarification, but work was still in process to ensure consistent application of program requirements.

Lastly, intermediate contracts continued to present a risk that some rules would be applied inconsistently or not at all. We were told these contracts were handled at the department level for the most part, which meant Procurement did not review the process until the end. Although Procurement expressed confidence that requirements were met, the risk remained.

In order for Metro to fully implement these recommendations, it will be important to review program guidance across various sources for consistency, and clarify how the rules will be applied across all contract types and amounts.

Despite improvements, performance measurement continued to be unreliable

The 2014 audit identified many challenges to reporting accurate program performance. The measures in place were insufficient for assessment. The accuracy of information was challenging to verify. Guidance to develop the annual report and quality control processes were lacking. Despite improvements, gaps remained.

After the 2014 audit, Procurement began using measures that more accurately assessed program performance. In addition to contract award amounts, Metro reported on department performance and the amount of contract dollars spent. This was important because not all contract award amounts are spent, so reporting what is actually received by certified firms can be a more accurate measure of program impact.

Data reliability and performance reporting are common challenges for these types of programs, so it will be important to consider how much risk Metro is willing to accept in terms of potential over- or underreporting. Without accurate data, Metro cannot ensure it is fairly assessing program or department performance. Metro Code requires Procurement to provide an annual report to Metro Council showing certified firm utilization. The utilization rate shows the percentage of eligible contracts awarded to certified firms, and the percentage of eligible contract payments received by certified firms.

Since the 2014 audit, Procurement documented its methodology for developing the annual report and increased some quality control processes to improve data accuracy. However, unreliable data increased the chance to over- or underreport Metro’s utilization rate. Exhibit 4 summarizes some of these risks, which are discussed in more detail in the rest of the report.

Exhibit 4 Data quality challenges have the potential to impact the accuracy of Metro’s utilization report

Issue	Cause	Potential impact
Inaccurate certification status	<ul style="list-style-type: none"> Information needed to be reconciled across three different databases Certification status can change over time Multiple people entering data increased the potential for confusion about roles and responsibilities 	<ul style="list-style-type: none"> Overreported utilization if businesses are incorrectly reported as certified when they are not Underreported utilization if businesses are incorrectly reported as not being certified when they are
Methodology requires manual processes to retrieve, exclude, and calculate data	<ul style="list-style-type: none"> Lack of automated data reporting 	<ul style="list-style-type: none"> Over- or underreported utilization if methodology is not applied consistently
Subcontractors not included	<ul style="list-style-type: none"> Utilization was not tracked for subcontractors 	<ul style="list-style-type: none"> Underreported utilization if uncertified prime contractors subcontract to certified firms Overreported utilization if certified prime contractors subcontract to uncertified firms

Source: Auditor’s Office analysis of the program’s performance measurement methodology and annual report.

Other government agencies experienced challenges in reporting performance information related to equity in contracting programs. Metro management and procurement staff were aware of data and reporting challenges and took efforts to make improvements. To ensure reliable assessment of program and department performance, it will be important to evaluate the significance of these challenges to determine if additional efforts are needed to improve data accuracy. At a minimum, a stronger quality control process is needed to ensure performance data is reported accurately.

Complexity increased the risk of over- or underreporting Metro's utilization

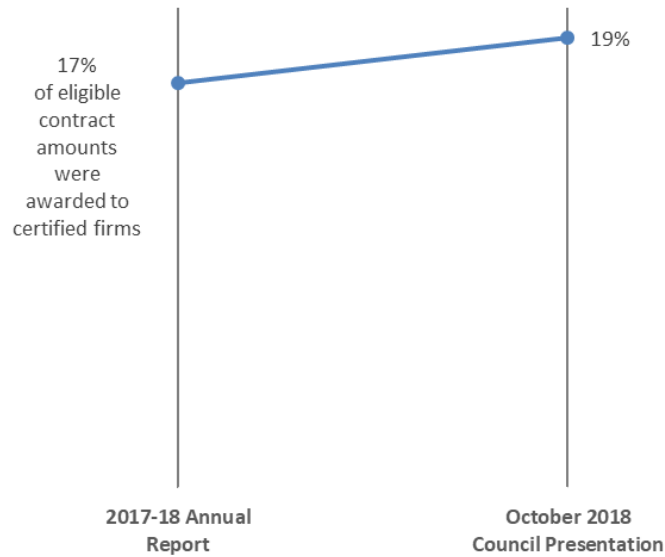
Although Procurement documented the methodology for developing the annual report, challenges remained to ensure the report's accuracy. A firm's certification status was subject to change and updates from a state database needed to be compared to and updated in Metro's two accounting systems. As a result, the data from Metro's accounting systems showed that some vendors were inaccurately classified as certified firms when they should not have been, and others were not when they should have been.

There was also an increased risk for confusion and inaccuracy since multiple people shared responsibilities for entering the data. Evidence suggested there was some confusion about roles and responsibilities for entering and maintaining certification information. During the audit, Procurement requested taking over this responsibility when new businesses are added to Metro's accounting system, which may mitigate some risks.

Inaccurate certification status can impact how program and department performance is reported. If a business is identified in the accounting system as certified when it is not, it would over-report Metro's utilization rate. Conversely, if a business is not identified in the system as certified when it is, this would underreport the utilization rate. During our review, we saw evidence of both scenarios. The overall impact depended on the number of firms with inaccurate certification statuses, and the contract amounts awarded to these firms. The examples we saw for contract awards were in the range of \$1,700 to \$500,000, but higher or lower impacts are possible.

The utilization rate for FY 2017-18 was listed in the annual report at 17% for the contract amount awarded. In the presentation to Metro Council the utilization rate was reported as 19%. We were informed the increase reflected changes that were made in the data to firm certification status. Those changes documented an increase in what was reported as awarded to certified firms by about \$700,000.

Exhibit 5 There was a 2% increase in the reported utilization rate between the annual report and the presentation to Metro Council



Source: Auditor's Office analysis of the program's annual report and presentation to Metro Council, October 25, 2018.

The certification status of a firm may be different at the time the data is gathered for the report than it was at the time the contract was awarded. We were informed this timing issue was a challenge to accuracy and saw its potential impact on two different businesses during our review. One was not listed in Metro's accounting system as a certified firm when it should have been and was awarded three smaller contracts during the fiscal year. Although this would not have an impact on the reported utilization rate, it was an example of the risk to underreport data.

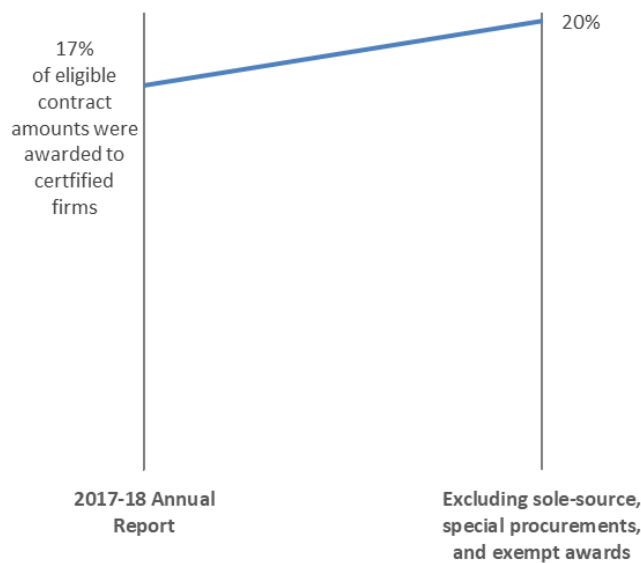
Finally, similar to what was found in the 2014 audit, we were informed that awards and payments made to subcontractors were not included in the annual report. Large public improvement projects, such as the Oregon Convention Center Hotel and projects funded by the 2008 Oregon Zoo bond, could have a big impact on Metro's utilization rates if they included subcontracting with certified firms. Not including subcontractor details could underreport performance in cases where a non-certified firm was awarded a contract, but certified firms completed some of the work. Conversely, over-reporting could happen if a certified firm subcontracts work to a non-certified firm. Because this information was not reported for all contracts, it was not possible to determine the full amount of Metro contract awards and payments made to certified firms.

Continue to identify opportunities to improve methodology

The methodology to report on utilization rates included several manual adjustments to include or exclude certain awards from performance data. For instance, some awards were removed because they were agreements with other governments, or because there was not a certified firm that provided that service. In general, these adjustments seemed appropriate. However, justification for including or excluding certain agreements or contracts was not always well documented. As a result, the risk remained that these adjustments may be inconsistently applied.

For example, we noted during our review that some contracts not subject to the competitive procurement process were included in the totals. These are typically awarded when vendors provide some type of unique service. The administrative rules identified some of these types of awards as exempt from equity in contracting requirements. There were different opinions about the extent to which these contracts should be included in the annual report. Clarifying this expectation and documenting it in the methodology would be helpful, as there were over \$7.5 million in these types of awards identified in FY 2017-18 totals. All of these awards were to firms documented as non-certified. If they would have been excluded, this would have increased Metro’s reported award utilization to 20%.

Exhibit 6 Removing certain awards would increase reported award utilization to 20%



Source: Auditor’s Office analysis of the program’s annual report and data.

We also noted that some contract entries were cancelled, but were still included in the totals. It may not make sense for these entries to be included, such as when they are duplicates. When we brought this issue up, we were informed that Procurement would discuss how to review these types of entries in the future and would update the methodology accordingly.

Strengthen quality control reviews

Stronger quality control processes were necessary in the absence of automated and easy-to-calculate data. Procurement increased some reviews since the previous audit, but more work was needed to ensure accurate performance reporting. A more thorough review of performance data might have caught some of the inconsistencies in the way performance was reported and presented.

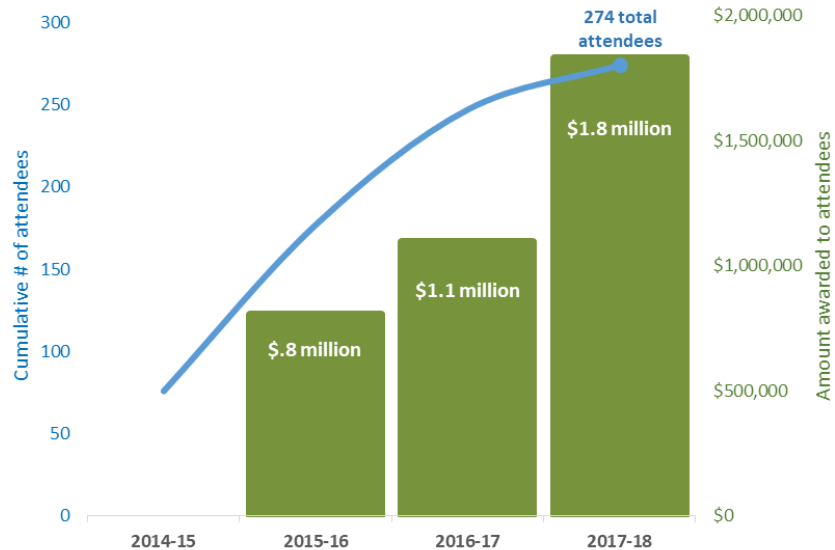
For example, a revised version of the FY 2017-18 annual report was posted to Metro's website in January 2019. It contained different utilization rates for department award amounts compared to the October 2018 version of the report, but neither matched the information that was presented to Metro Council in October 2018. As a result, the most recent version of the annual report continues to have inconsistent data for that measure within the document itself, and as compared to the data that was included in the presentation to Metro Council.

During our review we noticed that Procurement's data showed some awards were made to service-disabled veterans, but this was not reported in either version of the annual reports. We also noticed that some contracts may have been counted more than once because they were included in two different accounting systems. The data only showed a few contracts where this was an increased risk, but nearly \$150,000 in those awards was with certified firms. When we followed up we were informed this was due to a new process of transferring information from one accounting system to another.

In addition, some information was not calculated correctly. For example, Procurement presented award information for people who attended program workshops, but it excluded awards for FY 2015-16. It was also difficult to interpret because the data labels in the graph were inconsistent.

A recalculation of the same data showed a positive trend but at a more gradual rate. Procurement tracked 274 attendees of program workshops since 2014. Contract awards among these attendees were reported to have increased annually for a total of \$3.7 million over the past three years. This is larger than the \$2.9 million in awards that was reported in the annual report and presentation to Metro Council. By showing performance by year (see Exhibit 7), it becomes easier to understand the connection between program activities (hosting or sponsoring workshops) and program performance (amounts awarded to workshop attendees).

Exhibit 7 Award amounts increased annually among workshop attendees



Source: Auditor's Office analysis of performance data for the Equity in Contracting program

AREAS FOR FURTHER CONSIDERATION

Performance targets were inconsistent

Program performance expectations were still unclear in terms of agency-wide targets. This could make it difficult to determine if the Program was on track or if additional efforts were needed. For example, the 2017 Diversity Action Plan had a target of 20% for contract award amounts, but the FY 2017-18 Budget had a target of 15%. In addition, the Diversity Action Plan had a target in place for the amount of contract dollars spent on certified firms, but the FY 2017-18 Budget did not. We also found similar variation in the aspirational targets for individual projects.

The amounts reported for contract awards and actual spending on those contracts have been mostly unchanged over that last three years. The three-year average was about \$8.7 million for contract awards to certified firms, and about \$7 million for actual spending on those contracts. The contract award amounts were reported to have increased by about 8% over three years, while spending declined by about 5%.

In percentage terms, these figures were the equivalent of 16% in contract awards, and 12% in actual spending. If Metro's agency-wide target was 15% for awards, then it met its target. If the target was 20% of awards, the target has not been met.

Confusion about the appropriateness of agency-wide targets remains

When we asked about agency-wide targets, some employees were of the opinion that Metro could not legally set them. Others believed this was allowed, but only if they were identified as aspirational. We were told a target by itself is not problematic, but there is an increased potential for the program to be challenged if there is a corresponding policy in place to affect

the target. From at least 1980 through 1995, Metro Council adopted annual performance targets for contracting with woman-owned, minority-owned and other disadvantaged businesses.

In the mid-1990's several court rulings put limitations on these types of programs. The cases required targets to be based on a documented disparity and narrowly tailored to justify focusing on specific demographic groups. This may be one of the reasons annual performance targets have not been adopted by Metro Council since 1995. Metro participated in a disparity study with a consortium of other government agencies that began in 1994 and was published in May 1996. The study looked at disparity among certain contract types (i.e. construction and professional services) and the demographics of business ownership (i.e. ethnicity and gender).

Targets in Metro's Diversity Action Plan, budget, and for individual projects applied to all certified firms. They were not specific to any one type of certified firm (e.g. woman-owned, minority-owned or service-disabled-veteran-owned). These general performance targets seem to match legal requirements, but could cause confusion for employees and the public who may not differentiate between general goals and certification-specific goals, or targets and aspirational targets. At a minimum, using consistent language to describe the targets could be helpful.

As Metro considers whether additional efforts to ensure equity in contracting are needed, it will be important to assess tradeoffs. General targets set an intention, but are not specific to any one certification type. As a result, Metro could meet its targets without any awards to minority-owned, woman-owned, or service-disabled veteran-owned businesses. Stronger targets among certified firms may increase performance if a disparity is identified, but could require further investment and time to reduce the potential of challenges to the program.

SCOPE & METHODOLOGY

The purpose of this audit was to determine if recommendations from the 2014 audit were implemented. The audit scope focused specifically on changes made within the Equity in Contracting program since 2014 and program information reported for FY 2017-18.

To determine if Metro strengthened the Equity in Contracting Program, we interviewed Metro employees involved in the equity in contracting program to learn more about program changes since the previous audit. We also interviewed other Metro employees with knowledge of the program. We reviewed Metro Code, administrative rules, and similar efforts across Metro. We also reviewed information related to similar government programs.

To determine the extent to which Metro ensured consistency in guidance and the implementation of program requirements, we reviewed and compared examples of how program guidance was communicated. We selected an initial sample of 38 contracts across contract type, size, and department of origin to review contract and solicitation documentation.

During our review we found that some requirements were not applicable to the contracts selected. This reduced the total sample size to 27. We used our professional judgment to select our sample, so the results may not apply to the entire population. We used this method, in part, as a way to review information presented in the annual report. Because the administrative rules were implemented in 2017, we limited contract and report testing to FY 2017-18.

To assess if Metro developed and implemented an adequate performance measurement system for the program, we reviewed the performance measures in place and the methodology for calculating them. We also reviewed information as it was reported across two versions of the FY 2017-18 annual report and the FY 2017-18 presentation to council.

This audit was included in the FY 2018-19 audit schedule. We conducted this follow-up 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.



Memo

Date: Friday, May 17, 2019

To: Brian Evans, Metro Auditor

From: Gabriele Schuster, Procurement Services Manager

Andrew Scott, Interim Chief Operating Officer

Subject: Management Response – MWESB Procurement Program Follow-up

Management would like to thank the Metro Auditor for following up on the 2014 audit of the MWESB Procurement Program and reviewing the progress made on implementing the recommendations provided. Metro has responded to the 2014 audit by implementing the Equity Contracting Program in 2017 as part of the new Local Contract Review Board Administrative Rules (LCRB) and by directing notable resources towards the program. We appreciate your acknowledgement of the program improvements and the guidance provided to help us continue our efforts to implement the audit recommendations.

Background

In response to the audit, Metro staff and leadership throughout the agency worked to address the auditor's recommendations by implementing process improvements and the new LCRB rules through the Procurement Enhancement Project (PEP). Phase I of PEP delivered clarification of agency procurement procedures, consistent processes across the agency and standard templates for users. An agency-wide procurement training program for Metro staff was established in May of 2014. Phase II of PEP delivered the LCRB rules, including the Equity in Contracting Program and a training program for COBID (formerly known as MWESB) eligible businesses.

Response to Findings in the Auditor's Report

Management agrees with the auditor's review of progress made since 2014 and is committed to ensure consistent application of program requirements and continued efforts to improve the reliability of performance data to effectively track progress over time.

Recommendation 1a Implemented

More clearly define the goals of the MWESB Program

Program goals have been defined in Objective 4 of the Diversity Action Plan (DAP). Procurement Services has been working closely with the Diversity Equity and Inclusion (DEI) team as well as the contracting departments to develop equity strategies in order to meet the defined goals. In addition, Metro staff is reviewing program goals to align COBID participation in contracts with market availability of COBID eligible firms.

Recommendation 1b In Process

Strengthen Procurement Services ability to review and ensure compliance with policies and procedures for all contract types and values.

We agree with the audit that the new LCRB rules and Equity in Contracting Program have strengthened Procurement Services' authority to review and ensure compliance with program requirements. To further these efforts, Metro senior leadership directed the centralization of procurement activities in January 2019. Staff is currently transitioning duties from across the agency to bolstered structure within Procurement Services. Additionally, a project to implement an electronic system to provide automated contracting tools, electronic signatures, and clarifying roles and responsibilities in the contracting process is underway. Both efforts will improve Metro's ability to apply program policies consistently and are anticipated to be complete by fall 2019.

Recommendation 2a Implemented

Align program activities with goals

Significant improvements have been accomplished to align program activities by the implementation of the Equity in Contracting Program, which provides clear guidance on equity strategies during the solicitation and contracting process. Program outcomes have been significantly improved with focused activities such as small business training on how to respond to Metro contracting opportunities and how to be successful throughout the term of a contract.

Recommendation 2b In Process

Strengthen performance measurement by developing and implementing:

- *Performance measures that more accurately assess expected program performance* **(Implemented)**

Procurement Services developed and implemented performance measures that allow for measuring the required program activities against contracting results in regards to outreach, small business training, internal training, COBID Marketplace and solicitation equity strategies.

- *A methodology for calculating performance measures and to ensure consistency over time* **(Implemented)**

Procurement Services developed a consistent methodology for calculating performance measures by implementing a report tracking system for COBID contract dollar awarded and spent on those contracts, in addition to tracking contract award results from our small business outreach and training.

- *A process to check and ensure data accuracy* **(In Process)**

Management agrees with the audit that challenges remain in reporting accurate data. The current processes are highly manual and hindered by the need to collect data from multiple systems. Staff is working to improve data reliability within the current systems and is exploring various tools and methods to increase the timeliness and accuracy of

reporting, including tracking of subcontractor utilization. Additional quality control reviews will be conducted on the next annual report. System-wide changes will be assessed in fiscal year 2019-20.

Recommendation 2c In Process

Improve consistency by ensuring that procedures are in agreement and clearly communicate program requirements.

Management agrees with the audit findings and recommendation. As mentioned in the response to Recommendation 1b, Procurement Services is in the process of centralizing all procurement activities. The purpose of this project is to strengthen Metro procurement practices by creating more consistency in the application of processes and improve efficiency overall. Addressing procedural and communication inconsistencies by clarifying roles and responsibilities is a critical component of this effort. As mentioned previously, activities are anticipated to be completed in Fall 2019.

Conclusion

We appreciate the auditor’s effort and recommendations to improve consistent application of program requirements and reliability of performance data in order to better measure the success of the Equity in Contracting Program goals. The follow-up analysis as well as procurement centralization will better position us to further implement the recommendations. Significant progress has been made since the 2014 audit and Procurement Services will continue to improve the effectiveness of this critical program.

MWESB Procurement Program Follow-Up Audit

Why this audit is important

Metro is among several governments in Oregon with a program designed to increase equity in contracting for minority-owned, woman-owned, service-disabled veteran-owned, and emerging small businesses. A March 2014 audit found weaknesses in the program’s design and implementation. There was confusion and disagreement about what the program was supposed to accomplish and the level of effort it required. The audit made five recommendations. This follow-up audit was conducted to determine if recommendations from the 2014 audit were implemented.



What we found

Metro made progress on all audit recommendations and fully implemented two. The program more clearly defined its goal and aligned it with program activities. Adoption of administrative rules formalized the program and strengthened the authority of Metro’s procurement function. During our review, Metro was still in the process of clarifying some requirements and ensuring their consistent application. Although improvements were made to strengthen the program’s performance measurement system, challenges remained. Stronger quality control reviews were necessary to ensure consistency and accuracy in the information reported. Without reliable data, Metro cannot track program performance and assess progress over time.

2014 Audit Recommendations	Status
1. In order to strengthen the MWESB program and the procurement function, Metro should:	
a) More clearly define the goals for the program	Implemented
b) Strengthen Procurement’s ability to review and ensure compliance with policies and procedures for all contract types and values	In process
2. To improve management of the MWESB program and procurement generally, the department should:	
a) Align program activities with goals	Implemented
b) Strengthen performance measurement by developing and implementing: <ul style="list-style-type: none"> • performance measures that more accurately assess expected program performance • a methodology for calculating performance measures and to ensure consistency over time • a process to check and ensure data accuracy 	(Implemented) (Implemented) (In process)
c) Improve consistency by ensuring that procedures are in agreement and clearly communicate program requirements	In process

Source: Auditor’s office analysis

Areas for further consideration

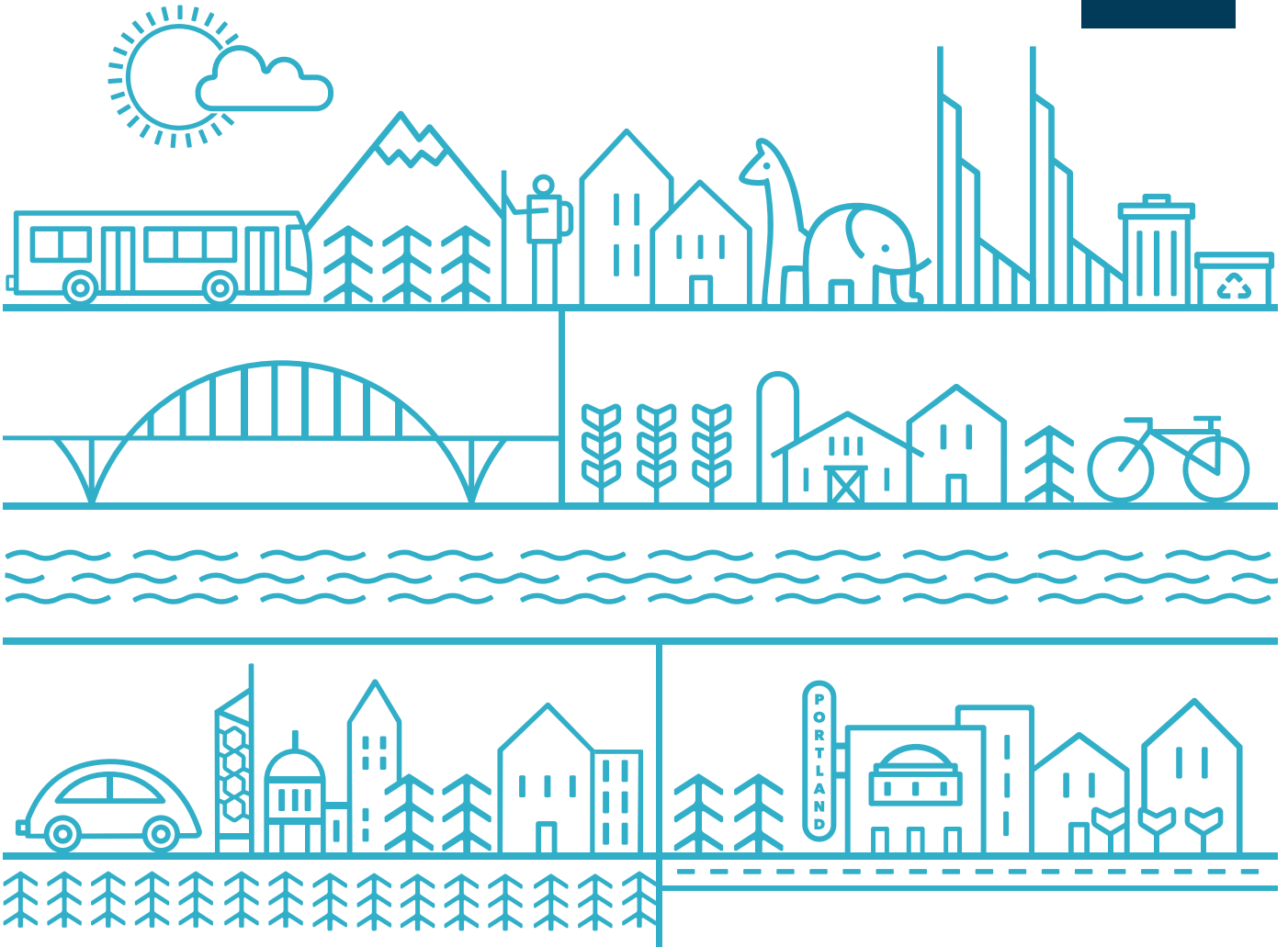
The follow-up audit included areas for further consideration. Program performance expectations were still unclear in terms of agency-wide targets. This could make it difficult to determine if the program was on track or if additional efforts were needed. As Metro considers whether additional efforts to ensure equity in contracting are needed, it will be important to assess tradeoffs. Stronger targets among certified firms may increase performance if a disparity is identified, but could require further investment and time to reduce the potential of challenges to the program.

Agenda Item No. 4.2

Third Quarterly Finance Report

Presentations

Metro Council Meeting
Thursday, May 30, 2019
Metro Regional Center, Council Chamber



Quarterly financial report

FY 2018-19 | January to March



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

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

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

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Metro Council President

Lynn Peterson

Metro Councilors

Shirley Craddick, District 1

Christine Lewis, District 2

Craig Dirksen, District 3

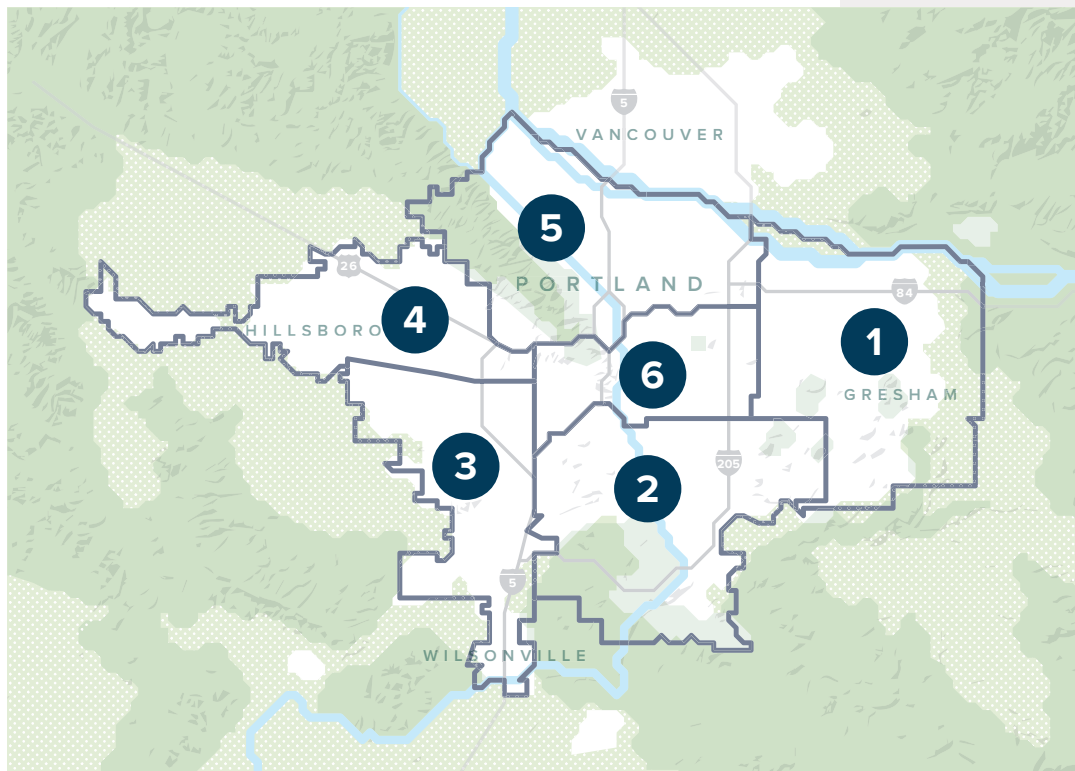
Juan Carlos Gonzales, District 4

Sam Chase, District 5

Bob Stacey, District 6

Auditor

Brian Evans



**FY 2018-19
Quarterly
Report

Third
Quarter**

Executive Summary	2
Metro Operating Revenues	
Overall Revenues	5
Program Revenues	5
General Revenues	5
Metro Expenditures	
Operating Expenditures	6
Support Services Expenditures	6
Metro Departments	
MERC	7
Oregon Convention Center	7
Portland’s Centers for the Arts	8
Portland Expo Center	9
Oregon Zoo	10
Oregon Zoo Infrastructure and Animal Welfare Bond	12
Parks and Natural Areas	13
Planning and Development	15
Property and Environmental Services	17
Research Center	19
Support Departments	
Council Office	21
Office of the Auditor	21
Office of the Metro Attorney	21
Communications	21
Finance and Regulatory Services	21
Human Resources	21
Information Services	21
Non-departmental Expenditures	
Non-departmental	22
Appendix A – Fund Tables	24
Appendix B – Excise Tax Forecast	29
Appendix C – Construction Excise Tax	30



May 30, 2019

Dear President Peterson and Members of the Metro Council:

On behalf of the Finance Team I am today delivering Metro’s Third Quarter Financial Report for FY 2018-19. We utilize third quarter report in two important ways. One, it determines if we have any potential issues that would require Council action prior to year end to maintain legal expenditure authority. Second, it lets us know if there needs to be any adjustments (either positive or negative) to the projected ending fund balance, which not only impacts the current year, but could impact the proposed 2019-20 budget.

All Revenue	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Projected % of Budget	3-Yr Average
Program Revenues	\$223,465,048	\$108,983,703	48.8%	\$221,759,733	99.2%	105.2%
General Revenues	100,693,627	85,993,789	85.4%	105,459,119	104.7%	103.7%
Other Financing Sources	525,000	35,256	6.7%	652,980,506	124377.2%	78.4%
All Revenue	\$324,683,675	\$195,012,748	60.1%	\$980,199,359	301.9%	96.1%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Projected % of Budget	3-Year Average
Personal Services	\$114,223,983	\$77,527,096	67.9%	\$106,090,510	92.9%	95.0%
Materials and Services	207,280,134	105,132,480	50.7%	176,424,402	85.1%	92.9%
Total Operating Expenditures	321,504,117	182,659,577	56.8%	282,514,912	87.9%	93.8%
Total Capital Outlay	55,093,095	18,915,031	34.3%	34,226,512	62.1%	47.3%
Total Renewal and Replacement	11,875,886	2,644,709	22.3%	7,136,996	60.1%	29.2%
Total Expenditures	\$388,473,098	\$204,219,316	52.6%	\$323,878,420	83.4%	85.0%

Overall revenues are tracking with projections

Revenues are projected to come in close to budgeted amounts at the aggregate level. Transient lodging tax and construction excise tax are showing continued growth. Property tax collections are above target and are projected to end the year slightly budget. Region wide solid waste tonnage continues to exceed projections.

At the Oregon Zoo, revenues are projected to end the year above budget, mostly due to a price increase and slightly higher attendance than originally projected.

Glendoveer revenues are coming in lower than projected, but are trending above the three year average. Generally most other areas are tracking on budget. We will continue to monitor to see if any last minute adjustments need to be completed prior to the end of the year.

Expenditures continue to track closely to budget

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

Construction Excise Tax

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

Third quarter prognosis: positive

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

How does this impact the FY 2019-20 budget?

Our projections for how we will end the 2018-19 fiscal year are in line with what we anticipated in developing the 2019-20 budget. Please remember though that these year-end numbers are only estimates, but continue to support the recent positive trends and it looks to be a positive start for the 2019-20 budget year.

Sincerely,



Brian Kennedy

Interim Director of Finance and Regulatory Services



METRO OPERATING REVENUES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
All Revenue						
Program Revenues	223,491,848	161,543,072	72.3%	\$221,759,733	99.2%	105.4%
General Revenues	100,693,627	95,909,457	95.2%	105,459,119	104.7%	103.7%
Special Items	0	0	0%	0	0.0%	0.0%
Extraordinary Items	0	0	0%	0	0.0%	0.0%
Other Financing Sources	525,000	82,726	15.8%	652,980,506	124377.2%	78.4%
All Revenue	\$324,710,475	\$257,535,256	79.3%	\$980,199,359	301.9%	96.3%

Year-to-date program and general revenues for the agency came to \$195 million (60 percent) of the annual budget, through the second quarter of FY 2018-19. Other financing sources includes the sale of capital assets in Parks and Nature and in Property and Environmental Services, as well as the projected sale of the full \$652.8 million authorization of the Affordable Housing Bonds.

PROGRAM REVENUE BREAKDOWN

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Charges for Services Revenue	162,877,396	122,738,863	75.4%	\$161,544,455	99.2%	104.7%
Internal Charges for Svcs-Rev	2,546,043	2,205,551	86.6%	2,790,828	109.6%	66.2%
Licenses and Permits	629,124	419,631	66.7%	579,948	92.2%	115.1%
Miscellaneous Revenue	1,690,730	1,839,073	108.8%	1,997,802	118.2%	187.4%
Grants	13,267,913	4,743,692	35.8%	10,495,282	79.1%	88.8%
Intergovernmental Revenue	27,667,915	17,158,180	62.0%	24,520,527	88.6%	124.1%
Contributions from Governments	8,830,747	9,778,003	110.7%	14,113,353	159.8%	86.3%
Contributions - Private Source	1,719,479	1,013,443	58.9%	1,455,538	84.6%	207.4%
Capital Grants	4,262,501	1,646,638	38.6%	4,262,000	100.0%	302.6%
Program Revenues	\$223,491,848	\$161,543,072	72.3%	\$221,759,733	99.2%	105.4%

**FY 2018-19
program
revenues
projected to
exceed budget**

Contractors' Business License revenues through the second quarter came to 42 percent of budget. Program revenues are expected to come in on budget across the agency.

GENERAL REVENUES BREAKDOWN

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Real Property Taxes	76,746,738	76,607,797	99.8%	\$78,963,034	102.9%	101.4%
Excise Taxes	17,774,022	12,809,355	72.1%	18,262,763	102.7%	102.9%
Construction Excise Tax	3,742,000	2,556,515	68.3%	3,395,793	90.7%	123.2%
Other Derived Tax Revenues	46,000	30,787	66.9%	42,287	91.9%	102.4%
Interest Earnings	2,384,867	4,567,223	191.5%	4,795,242	201.1%	163.2%
General Revenue	\$100,693,627	\$96,571,677	95.9%	\$105,459,119	104.7%	103.7%

Property Tax - are at 99.8 percent through the third quarter (the majority of property taxes come in during the second quarter of the fiscal year).

Construction Excise Tax is at 68 percent through the third quarter.

Interest - Total interest earnings through the third quarter came in at 191 percent of budget.

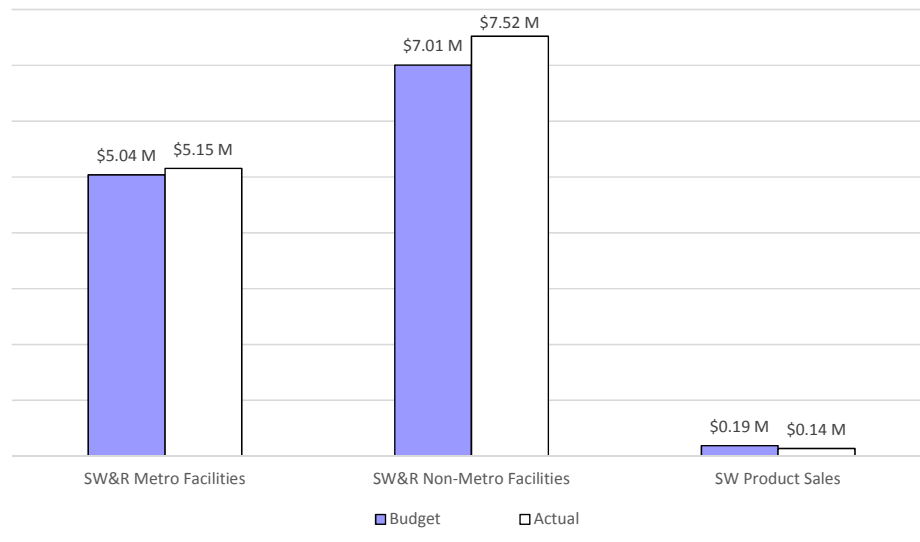
Transient Lodging Tax (TLT) excise collections total \$14.5 million through March 2019, a 17 percent increase from the prior year. This large increase is due to the timing of receipts, and offsets the lower payments received at the end of last fiscal year. Excluding timing differences, collections are up 5 percent from the prior year.

TLT excise tax supports OCC and Portland's operations and capital projects at OCC and Expo. OCC operations support will be \$11.6 million and Portland's operations support will be \$1.4 million. Pooled capital is forecasted to be \$6.5 million, however it is funded last and the amount is not known until the end of the fiscal year.

EXCISE TAX

Excise Tax Received Through March 31, 2019 - Budget vs. Actual

shown in millions



Excise Taxes
above budget

Overall excise tax revenues came in above budget for the third quarter. Solid waste excise tax was above budget by almost 4 percent, driven by revenues at both Metro and non-Metro facilities. Non-tonnage excise tax was below budget by 18 percent. 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	\$92,995,923	\$62,985,399	67.7%	\$85,716,258	92.2%	95.5%
Materials and Services	194,089,637	99,611,530	51.3%	162,274,407	83.6%	94.9%
Total Operating Expenditures	287,085,560	162,596,929	56.6%	247,990,666	86.4%	95.1%
Total Debt Service	0	0	0%	0	0.0%	0.0%
Total Capital Outlay	54,443,095	18,910,964	34.7%	33,976,512	62.4%	45.5%
Total Renewal and Replacement	10,555,697	2,185,313	20.7%	6,510,203	61.7%	25.1%
Total Expenditures	\$352,084,352	\$183,693,206	52.2%	\$288,477,381	81.9%	82.8%

METRO SUPPORT SERVICES EXPENDITURES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	21,104,856	14,436,740	68.4%	20,239,050	95.9%	93.3%
Materials and Services	8,972,439	3,742,616	41.7%	8,063,279	89.9%	81.2%
Total Operating Expenditures	30,077,295	18,179,356	60.4%	28,302,329	94.1%	89.1%
Total Capital Outlay	650,000	4,067	0.6%	250,000	38.5%	38.5%
Total Renewal and Replacement	1,320,189	326,387	24.7%	626,793	47.5%	49.1%
Total Expenditures	\$32,047,484	\$18,509,810	57.8%	\$29,179,122	91.0%	87.3%

DEPARTMENTS

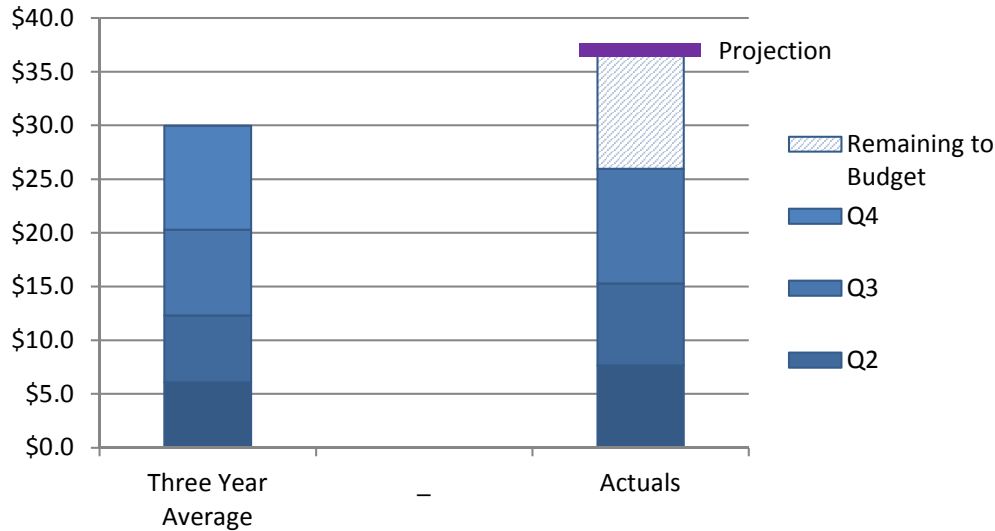
METROPOLITAN EXPOSITION RECREATION CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$82,257,695	\$59,119,216	71.9%	\$82,078,327	99.8%	117.8%
General Revenues	690,798	868,646	125.7%	1,350,327	195.5%	322.4%
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	\$82,948,493	\$59,987,861	72.3%	\$83,428,654	100.6%	118.3%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$23,842,118	\$16,320,064	68.5%	\$21,712,794	91.1%	96.8%
Materials and Services	78,895,232	43,273,438	54.8%	71,719,138	90.9%	110.4%
Total Operating Expenditures	102,737,350	59,593,502	58.0%	93,431,932	90.9%	105.1%
Total New Capital	6,460,000	3,948,572	61.1%	6,435,000	99.6%	33.6%
Total Expenditures	\$109,197,350	\$63,542,073	58.2%	\$99,866,932	91.5%	92.0%

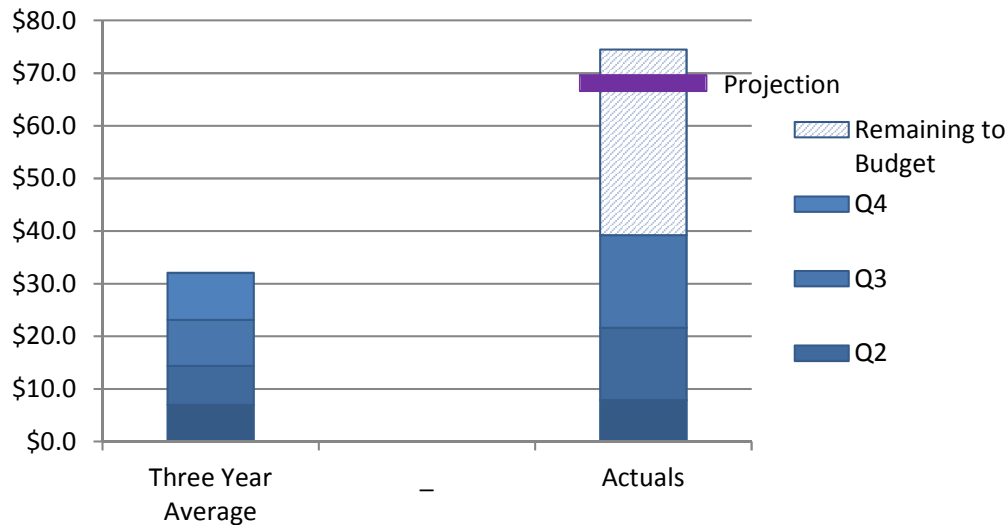
Oregon Convention Center- Program Revenues by Month

shown in millions



Oregon Convention Center- Expenditures by Month

shown in millions



OCC

This has been a busy year at the Oregon Convention Center, with increased event revenues amid a major renovation. Event revenues are up \$2.2 million, 10 percent, over the prior year and are expected to exceed budget by \$500,000, 2 percent. Food and beverage is having a stellar year with a YTD margin of \$3.4 million, 26 percent, which is projected to increase to \$3.8 million, 23 percent, by the end of the year. Operating expenses are estimated to end the year with \$800,000, 2 percent, in savings.

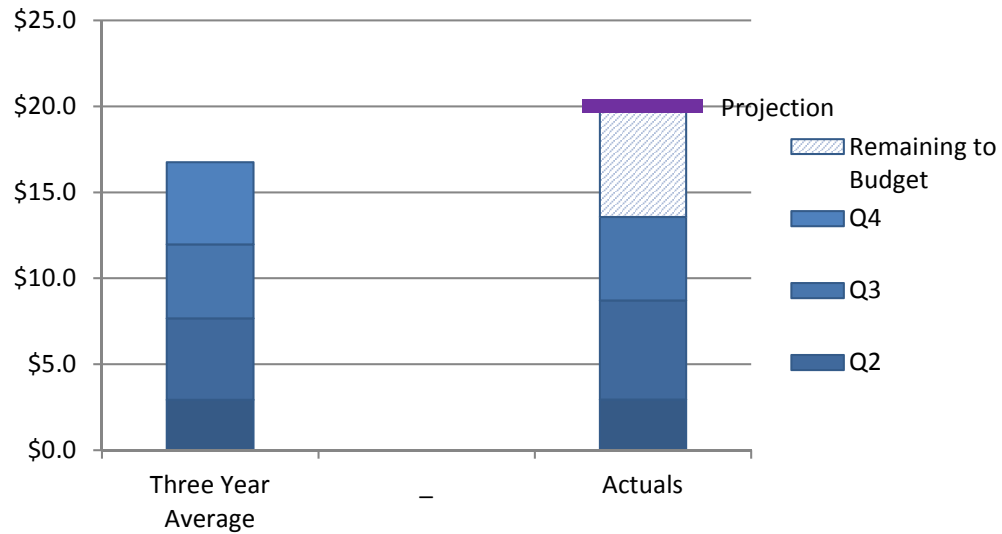
Significant events through March 2019 include the Portland International Auto Show, Nonprofit Technology Conference and Viewpoint Collaborate.

The OCC renovation is halfway done! The areas of Holladay Lobby and down the steps to Pre-Function A are complete. Construction is ongoing in MLK Lobby and down the steps to Pre-Function C, as well as the exterior plaza. As of April 1, demolition in the Oregon Ballroom has officially begun. The renovation work will continue through the summer with substantial completion in October 2019. In addition to the renovation, the Center is also in progress on a lighting control upgrade and a partial cooling system replacement.

Event revenues at OCC are up 10 percent above prior year

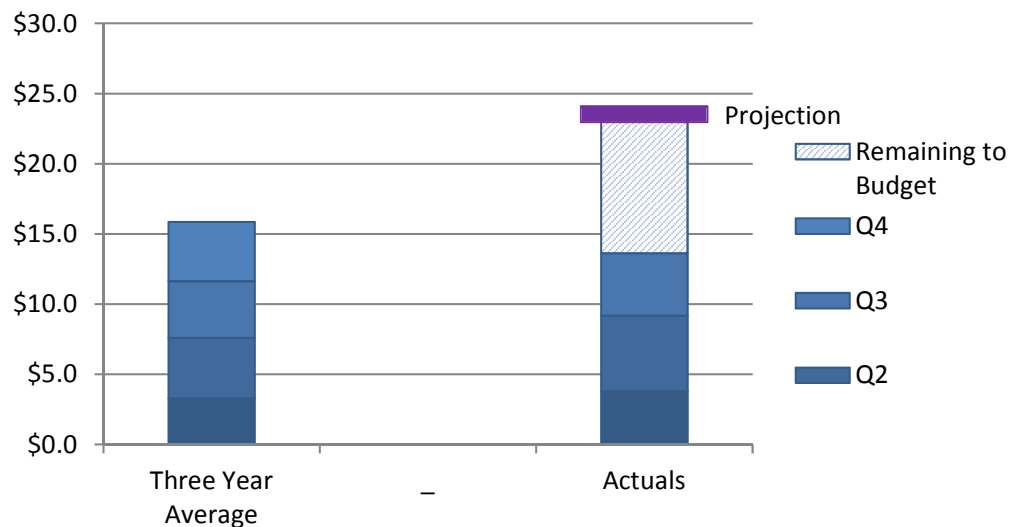
Portland's Centers for the Arts- Program Revenues by Month

shown in millions



Portland's Centers for the Arts- Expenditures by Month

shown in millions



Portland'5

Portland'5 Centers for the Arts is having another strong season, with two busy months left to go. Event revenues are up \$380,000, 3 percent, over the prior year and are expected to meet budgeted goals. Food and beverage sales are on budget, and good cost management has increased the margin, which is projected to end the year with at \$890,000, 27 percent. Operating expenses are estimated to end the year with \$1.1 million, 6 percent, in savings.

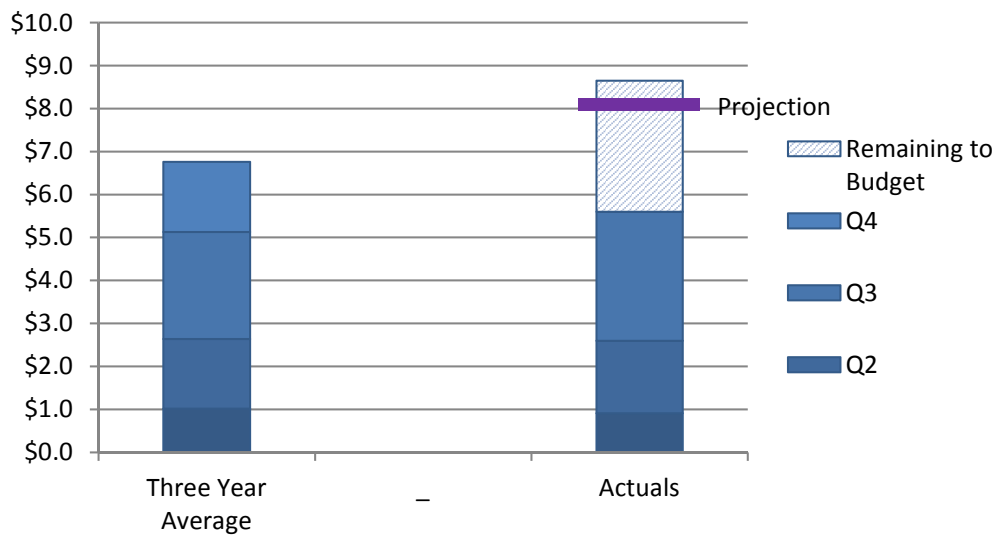
Portland'5 has nine weeks of Broadway performances this year, with two left to go in the last quarter of the year. Portland'5 Presents has booked a total of 32 events, slightly fewer than last year, but with strong sales revenues are expected to exceed prior year by \$350,000, 25 percent.

Portland'5 has completed an overhaul of elevators at the Arlene Schnitzer Concert Hall and an upgraded nearly every electrical panel in the Keller Auditorium. Construction on the Antoinette Hatfield Hall roof will begin this summer.

Portland'5 event revenues are up 3 percent above prior year

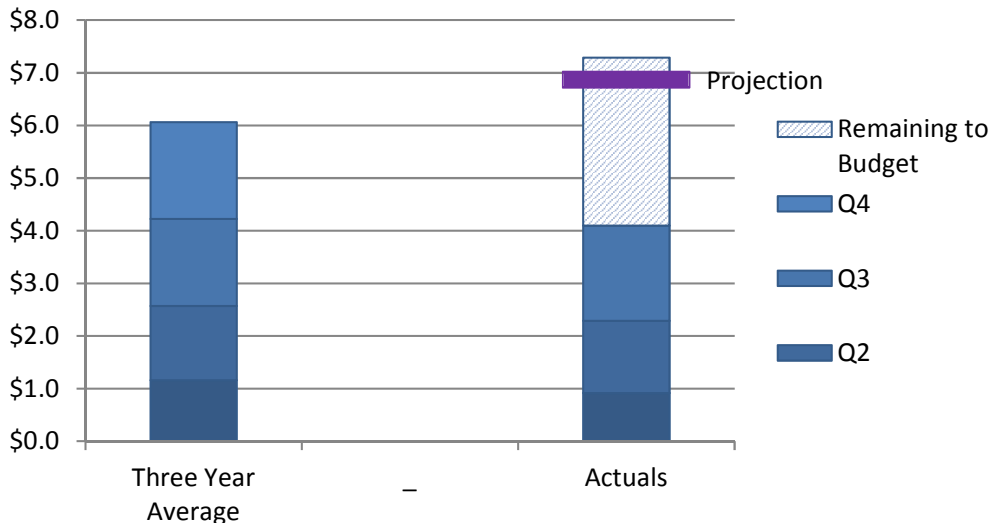
Portland Expo Center- Program Revenues by Month

shown in millions



Portland Expo Center- Expenditures by Month

shown in millions



Expo revenues projected 7 percent below budget

Expo

The third quarter is always a busy one at the Portland Expo Center, with over 40 percent of event revenue budgeted this period. Attendance was comparable to third quarter last year, with the exception of the Sportsmen's Show which was down due to snow that weekend. Third quarter event revenues were up \$150,000, 6 percent, over the prior year, but year-end event revenues are expected to be \$510,000, 7 percent, short of budgeted revenue goals. This is primarily in food and beverage, where sales were lower due to food and beverage heavy events which did not return. The food and beverage year-end margin is estimated at \$170,000, 8 percent. Operating expenses are estimated to end the year with \$90,000, 2 percent, in savings.

Significant events through March 2019 include Pacific Northwest Sportsmen's Show and Sport Fishing Boat Show, America's Largest Christmas Bazaar and Rose City Classic Dog Show.

Expo has completed two major Information Systems projects: Voice over Internet Protocol (VoIP) and Show Net, a network solution offered to clients in Halls D and E. The new point-of-sale system for food and beverage will be deployed in May.

Expo is in progress on two major Information Systems projects: Voice over Internet Protocol (VoIP) and Show Net, a network solution offered to clients in Halls D and E, and has substantially completed the security camera project.

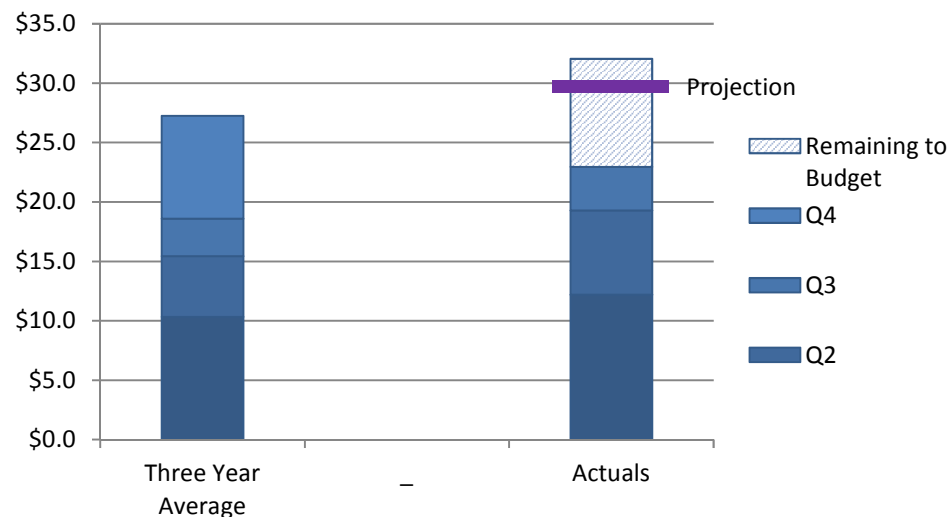
OREGON ZOO

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$32,159,025	\$23,505,878	73.1%	\$29,839,087	92.8%	98.7%
General Revenues	340,000	834,238	245.4%	126,000	37.1%	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	10,510	0.0%	10,510	0.0%	83.7%
Total Revenue	\$32,499,025	\$24,350,626	74.9%	\$29,975,597	92.2%	95.9%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$24,284,952	\$16,624,250	68.5%	\$22,703,648	93.5%	95.7%
Materials and Services	15,857,365	10,676,867	67.3%	\$15,981,328	100.8%	100.9%
Total Operating Expenditures	40,142,317	27,301,116	68.0%	38,684,976	96.4%	97.7%
Total Debt Service	0	0	0.0%	0	0.0%	0.0%
Total New Capital	3,387,241	805,287	23.8%	2,560,849	75.6%	46.1%
Total Renewal and Replacement	1,750,000	294,448	16.8%	1,815,000	103.7%	36.9%
Total Expenditures	\$45,279,558	\$28,400,851	62.7%	\$43,060,825	95.1%	89.4%

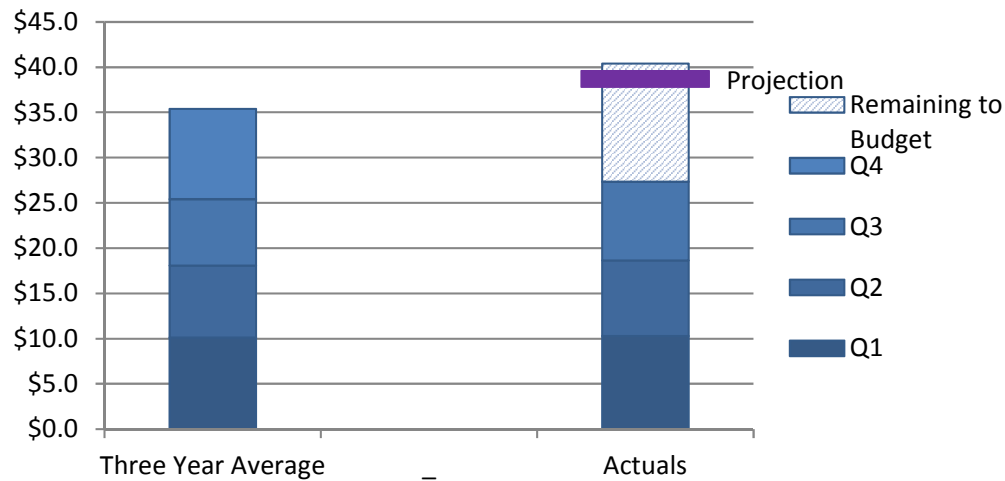
Oregon Zoo- Program Revenues by Month

shown in millions



Oregon Zoo- Expenditures by Month (excluding Zoo Bond)

shown in millions



Revenues

The third quarter brought year to date attendance up to 1,135,885, about 2 percent behind the three year average thus far. March attendance with the start of school spring break was strong, helping offset a relatively low attended February month compared to prior years due to an especially cold and wet weather that impacted visitation. The Oregon Zoo Foundation's comprehensive campaign has provided more than \$1 million year to date to support animal welfare, conservation, and education programming. Overall, revenues year to date has increased by \$2.3 million compared to the prior year. This is primarily driven by the \$3 admission price increase, additional concerts held earlier in the fiscal year, and foundation support.

The current year's budget assumes 1.5 million guests. Current fiscal year projections predict 1.56 million, slightly exceeding this target. Construction on the zoo's final bond projects continues and staff continue to mitigate guest impacts. Several new animals can have an impact on driving attendance, including two Amur tigers, twelve African Painted Dog puppies, as well as red pandas that are expected to arrive before the end of the fiscal year.

Expenditures

Materials and Services continue to be above prior year spending levels with a significant emphasis on improvements across campus to ensure readiness for the Association of Zoos and Aquariums (AZA) accreditation. Personnel Services remains lower than expected due to vacancy savings through three quarters of the fiscal year. It is also lower due to the zoo's change in food operations. Food operations transitioned to Aramark this quarter in mid-January, now being under the same contract as the other Metro venues. Amounts previously budgeted in Personnel will now appear under Materials and Services for the remainder of the year.

The capital budget for the fiscal year is primarily focused on technology and equipment. These include a conversion to VOIP, a ticketing software replacement, a food point of sale system replacement, website redesign, an x-ray machine, and animal cameras. All of these projects are currently underway.

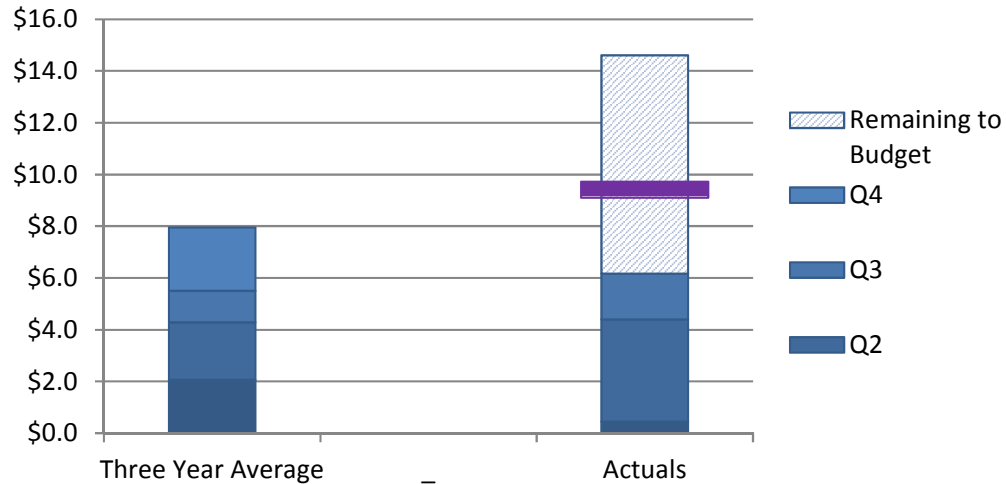
Zoo attendance projected to be above budget projections

OREGON ZOO INFRASTRUCTURE AND ANIMAL WELFARE BOND

Expenditures	Budget	Actual TYD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$722,658	\$304,127	42.1%	\$429,969	59.5%	88.3%
Materials and Services	15,000	91,728	611.5%	104,396	696.0%	1259.4%
Total Operating Expenditures	737,658	395,854	53.7%	534,365	72.4%	116.1%
Total Debt Service	0	0	0%	0	0.0%	0.0%
Total Capital Outlay	13,867,429	5,776,482	41.7%	8,866,482	63.9%	55.5%
Total Expenditures	\$14,605,087	\$6,172,337	42.3%	\$9,400,847	64.4%	59.9%

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month

shown in millions



Spending on the zoo bond program is anticipated to increase substantially for the next six quarters, as construction activities accelerate on the combined Polar Passage, Primate Forest, and Rhino habitat projects. Construction permits from the City of Portland are anticipated to be issued in the fourth quarter. Guaranteed maximum price has been set with Lease Crutcher Lewis and the project has a healthy contingency set aside for the construction phase. Estimated completion date is November 2020.

PARKS AND NATURE

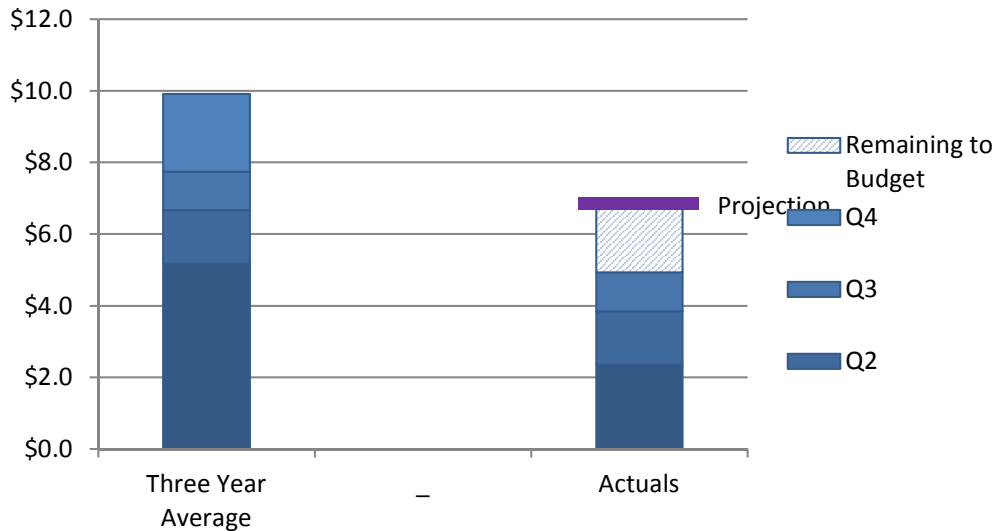
Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$6,755,738	\$4,924,667	72.9%	\$6,832,377	101.1%	148.1%
General Revenues	15,404,246	15,797,127	102.6%	16,297,380	105.8%	102.6%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	525,000	27,760	5.3%	159,010	30.3%	0.0%
Total Revenue	\$22,684,984	\$20,749,554	91.5%	\$23,288,767	102.7%	168.6%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$13,745,621	\$9,123,300	66.4%	\$12,668,995	92.2%	94.7%
Materials and Services	15,649,233	6,693,169	42.8%	12,640,286	80.8%	90.4%
Total Operating Expenditures	29,394,854	15,816,469	53.8%	25,309,281	86.1%	91.7%
Debt Service	-	-	0.0%	0	0.0%	0.0%
Capital Outlay	24,749,525	7,367,281	29.8%	11,551,228	46.7%	47.2%
Renewal and Replacement	1,029,634	427,362	41.5%	684,770	66.5%	30.4%
Total Expenditures	\$55,174,013	\$23,611,111	42.8%	\$37,545,280	68.0%	71.3%

	Budget	YTD	YTD % of Budget	Year-End Projection	% of Budget
General Fund	\$9,845,215	\$6,127,854	62.2%	\$8,945,963	90.9%
Natural Areas Fund	\$15,713,295	\$6,765,395	43.1%	\$10,858,302	69.1%
Local Option Levy Fund	\$16,015,509	\$7,797,148	48.7%	\$11,901,806	74.3%
Glendoveer Subfund	\$2,898,450	\$2,090,852	72.1%	\$2,815,465	97.1%

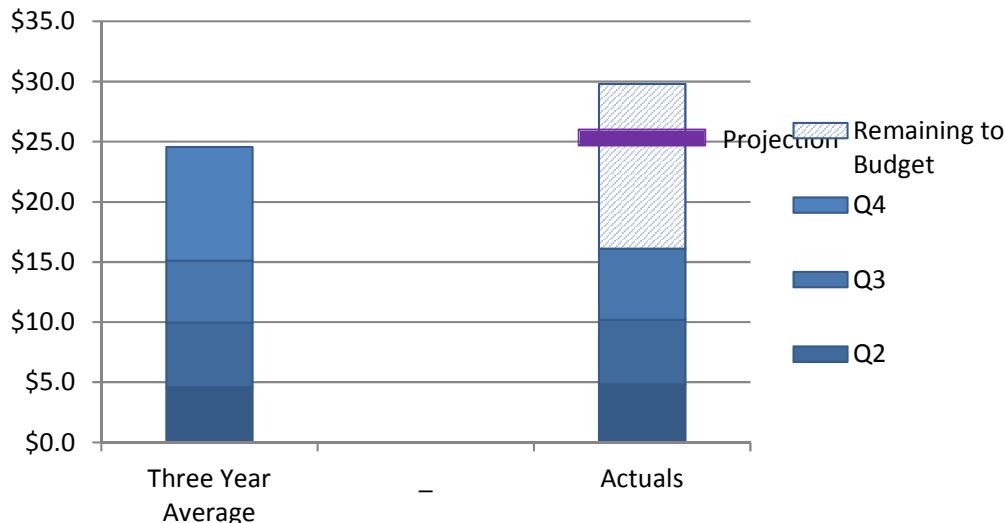
Parks and Nature- Program Revenues by Month

shown in millions



Parks and Nature- Expenditures by Month

shown in millions



**Glendoveer
revenues
expected to
come in below
budget**

Revenues

The majority of the Department's revenues and expenses occur between April and September. Due to the cyclical nature of park visitation revenues appear higher than expected in the summer and fall, drop in the winter months, and rise again in the spring. As of Q3 we see program revenues projected to be just slightly above budget (1.1 percent or \$77,000). The three year average is augmented due to an unusual prior year (FY2017-18) when the Department received a large sum of State funds for the Willamette Falls Legacy project (\$7,500,000). This provides an inappropriate comparison for the fall season revenue patterns.

The General Fund's most significant operational program revenue streams that are impacted by seasonal weather are RV fees, boat launch fees and admission fees (Glendoveer is addressed below). These (in aggregate) are expected to come in slightly above budget expectations by 0.8 percent (\$10,000) due to the conservative budgeting of revenue.

Glendoveer's revenue is expected to come in below budget by 7.0 percent (\$223,000) but still continues to trend above the three year historical average. Golf revenue is very sensitive to seasonal weather patterns and a mild 2018 fall has caused a longer golf season than in years past but spring 2019 has been cold and should have an impact on golf revenue in the fourth quarter. Budgeted revenues were based on a combination of prior year results and improvements of equipment and facilities.

Other noteworthy general fund program revenues are as such: Cemetery Program revenue is expected to come in above expectations by 8.9 percent (\$36,000). Conservation Program revenues are space (agricultural leases) and building rentals, which are expected to come in above budget by 1.0 percent (\$11,000).

Natural Areas Bond sold the remaining bonds in FY 2017-18 and doesn't expect much additional resources in the future, with the exception of interest revenue. With that said, the Bond fund has received a grant (\$262,000) from the Clackamas River Basin Council to help with some stabilization. The Local Option Levy tax is expected to come in at budget.

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 in FY 2017-18, as noted above. No large resources are expected in this fiscal year and the only revenue will be interest.

Revenue generated from investments, interest income and both realized and unrealized gains and losses, are expected to come in much higher than expectations (\$779,000) due to rising interest rates and cash holdings from the Natural Areas Bond sales.

Expenditures

Parks and Nature Departmental operating expenses through the end of third quarter were at 54.1 percent of budget, which is less than expected for this point in the year and is below the three year average by 2 percent, as highlighted on the expenditure graph. Total Parks and Nature operational expenditures are projecting to come in below budget expectations (87.1 percent of budget).

The Natural Areas Bond's operational activities are expected to come in below budget by 14.1 percent. This underspend is due to grants and contributions to other governments. These costs are paid based off of reimbursement requests and vary due to timing. Budget is set higher to accommodate this timing. Natural Areas' capital spending is also expected to come in under budget by 27.8 percent. Capital spending for land acquisitions is dependent on availability and budget is set high to take advantage of opportunities when they arise. Improvements to land include both stabilization projects and access projects. In addition,

three access projects are augmenting underutilization. The Chehalem Ridge and Newell Creek Canyon access project have been delayed due to permitting, design and engineering and the Marine Drive access project is delayed due to staff resource constraints. These delays have pushed the significant project activity into the next year.

The Local Option Levy's operational and capital activities are expected to come within 74.3 percent of budget. Natural area restoration and maintenance projects under the Levy Program are progressing as planned but access projects have been reprioritized and moved around the schedule due to land use and permitting issues. The continued approach for the Department is to accomplish the big initiatives and projects from the system plan.

The Parks Operations program operating spend in the General Fund is a little behind the regular seasonal spend for the third quarter. This underspend is due to a Program Director vacancy, difficulties in hiring recruiting/hiring seasonal staff, and some larger projects (Blue Lake Office Revamp and Oxbow Septic Repairs) expected in the fourth quarter. Operations still expect to come in below budget by 10 percent.

The Cemetery Program expenditures are tracking historical expenditure patterns and year-end expenditures are expected to come in at budget.

Parks and Nature spent 29.6 percent of its total capital budget by the end of the third quarter. This light spending number is in part driven from the stall of the Willamette Falls Legacy Project. The total capital budget for this fiscal year for the Legacy project is \$7.0 million. These dollars are not expected to be spent in this fiscal year due to an early year delay. Taking out this project, the Department has spent 40.8 percent of its capital budget. As stated in the Bond paragraph above, lighter spending is partially due to Natural Areas Fund's land acquisition budget approach and the delay of the three access projects. The Department expects to spend approximately 62.3 percent of its capital budget by the end of the year (excluding Willamette Falls Legacy Project).

PLANNING AND DEVELOPMENT

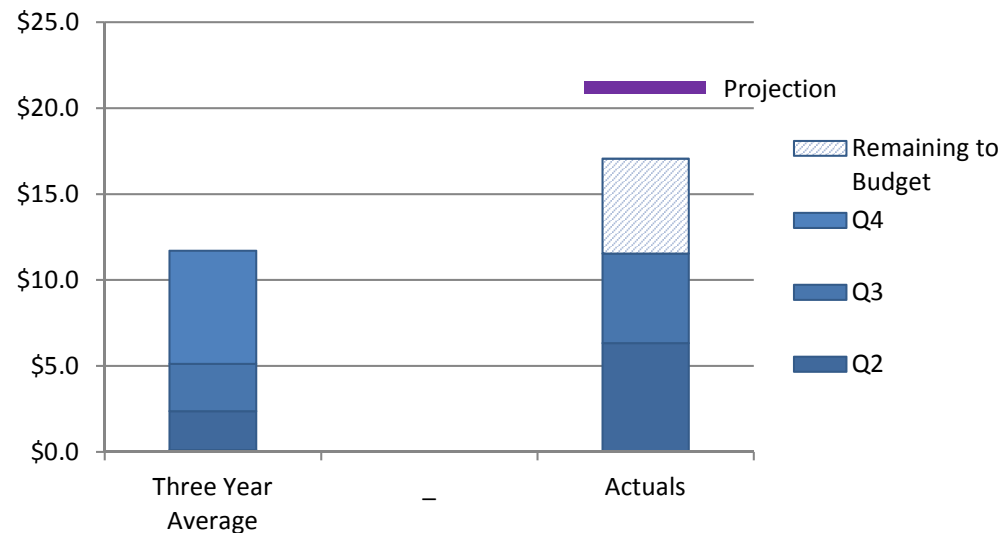
Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$17,063,713	\$11,541,702	67.6%	\$20,769,581	121.7%	95.3%
General Revenues	0	269,836	0.0%	405,000	0.0%	0.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
All Revenue	\$17,063,713	\$11,811,538	69.2%	\$21,174,581	124.1%	96.8%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$7,907,458	\$5,512,785	69.7%	\$7,570,000	95.7%	95.6%
Materials and Services	15,014,275	3,200,391	21.3%	8,574,910	57.1%	57.2%
Total Expenditures	\$22,921,733	\$8,713,177	38.0%	\$16,144,910	70.4%	72.1%

IGA with City of Portland accounts for \$4 million in additional revenue

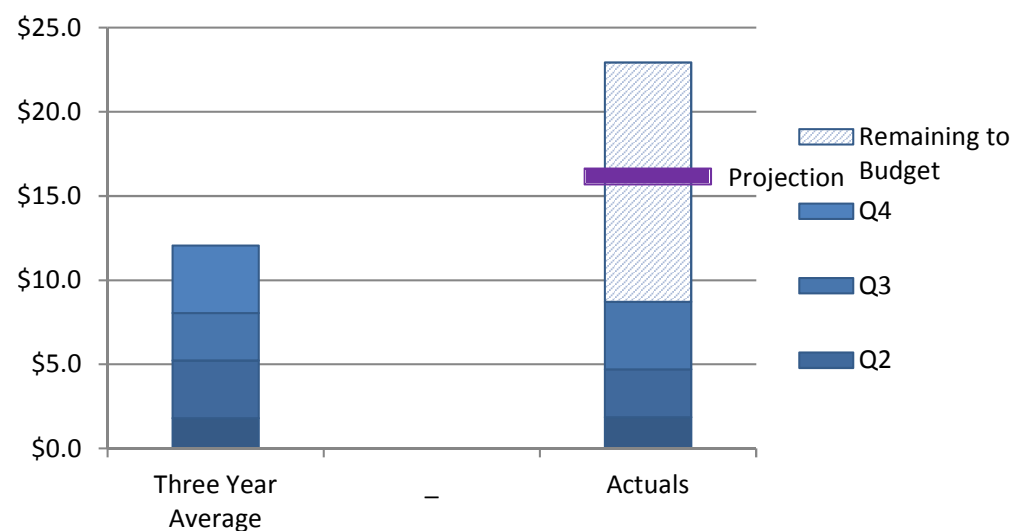
Planning and Development- Program Revenues by Month

shown in millions



Planning and Development- Expenditures by Month (excluding housing bond)

shown in millions



Revenues

Planning revenues for the fiscal year ending June 30, 2019 – excluding general fund transfers – are projected at \$21.2 million, or 124 percent of the \$17.1 million amended budget. A new City of Portland IGA for \$4 million accounts for the overage.

Operating revenues are made up primarily of grant revenue and government contributions (\$20.7 million forecasted). This includes the ODOT/TriMet MPO funding, the annual TriMet TOD funding, the TriMet funding of the Regional Flexible Fund Allocation (RFFA) and Active Transportation/SRTS programs, and the City of Portland Rivergate funds exchange.

Expenditures

Planning and Development spending for the fiscal year – excluding transfer costs – is projected at \$16.1 million, or 70 percent of the \$22.9 million amended budget, Personal Services and Materials and Services combined.

The Personal Services category is forecasted to spend 96 percent of the \$7.9 million budget, or \$7.6 million, for a projected \$337,458 cost savings.

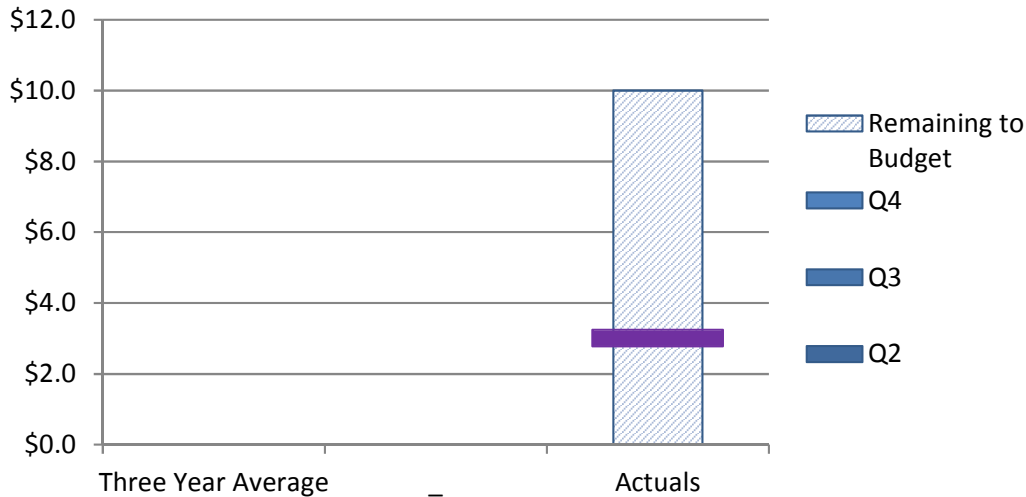
The Materials and Services category is forecasted to spend 57 percent of the \$15.0 million budget, or \$8.6 million spent, for a projected \$6.4 million cost savings.

AFFORDABLE HOUSING BOND

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$173,176	\$0	0.0%	\$0	0.0%	0%
Materials and Services	9,826,824	0	0.0%	3,005,004	30.6%	0%
Total Expenditures	\$10,000,000	\$0	0.0%	\$3,005,004	30.1%	0%

Affordable Housing Bond- Expenditures by Month

shown in millions



Spending is projected at \$3.0 million against the \$10 million amended budget.

The Personal Services category is forecasted at 0 percent of the \$173,176 amended budget, for a projected \$173,176 cost savings. Staff will begin charging time to the new cost center in FY 2019-20. We are working through coding methodology issues.

The Materials and Services category is forecasted to spend 31 percent of the \$9.8 million amended budget, or \$3.0 million, for a projected \$6.8 million cost savings.

PROPERTY AND ENVIRONMENTAL SERVICES

Revenues	Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$73,477,798	\$54,810,498	74.6%	74,285,115	101.1%	101.8%
General Revenues	402,300	760,804	189.1%	1,014,405	252.2%	131.1%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	21,496	0.0%	21,496	0.0%	0.0%
Total Revenue	\$73,880,098	\$55,592,798	75.2%	\$75,321,017	102.0%	101.9%

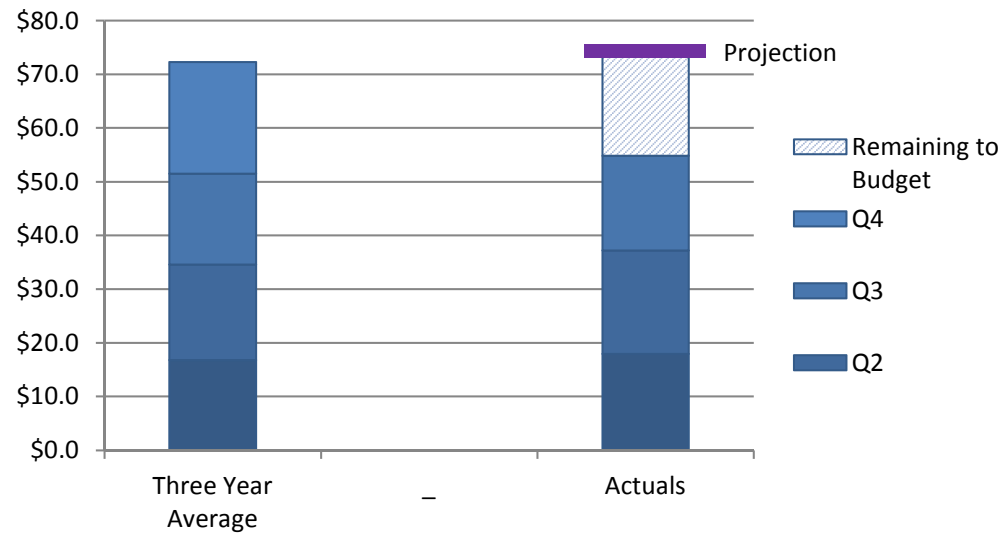
Expenditures	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	Year-end % of Budget	3-year Average
Personal Services	\$18,311,255	\$12,443,038	68.0%	\$17,020,852	93.0%	94.8%
Materials and Services	57,536,640	35,023,546	60.9%	52,014,034	90.4%	93.7%
Total Operating Expenditures	75,847,895	47,466,584	62.6%	69,034,886	91.0%	93.9%
Debt Service	-	-	0.0%	0	0.0%	0.0%
Capital Outlay	6,003,900	1,013,343	16.9%	4,562,953	76.0%	43.5%
Renewal and Replacement	7,776,063	1,596,512	20.5%	4,010,433	51.6%	
Total Expenditures	\$89,627,858	\$50,076,439	55.9%	\$77,608,271	86.6%	89.3%

	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	% of Budget
General Fund	\$2,747,207	1,633,397	59.5%	\$2,408,638	87.7%
Solid Waste Revenue Fund	\$77,691,228	46,249,040	59.5%	\$70,729,139	91.0%
General Asset Management Fund	\$7,776,063	1,596,512	20.5%	\$4,010,433	51.6%

PES program revenues projected to be above budget

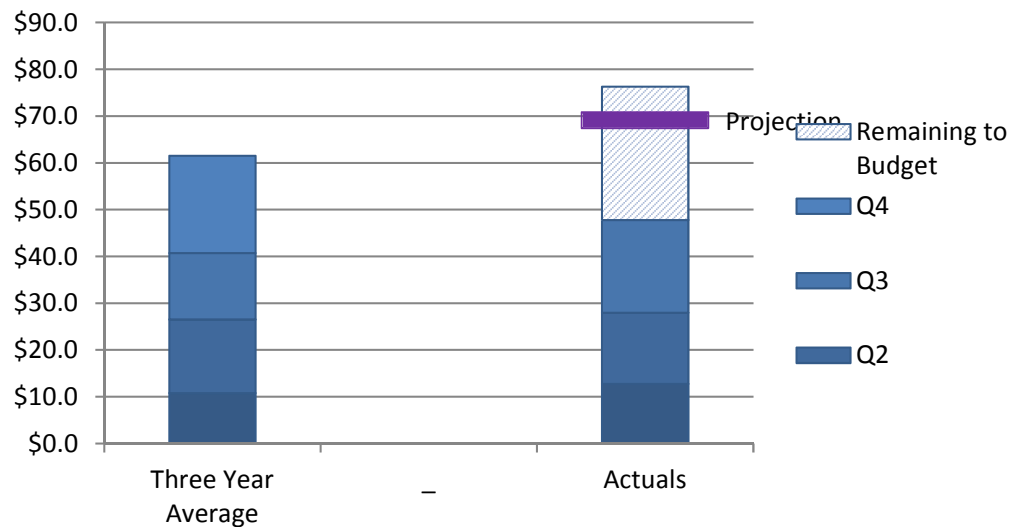
Property and Environmental Services- Program Revenues by Month

shown in millions



Property and Environmental Services- Expenditures by Month

shown in millions



Revenues

The FY 2018-19 overall Property and Environmental Services Department program revenues are projected to end the year over budget by 1.9 percent (\$1.4M). The majority of program revenue is driven by tonnage processed at Metro facilities and non-Metro facilities. At the end of the third quarter, total regional tonnage is projected to come in 4.8 percent over the forecast expectations. In budgeting tonnage revenue for the fiscal year, the approach was to be a bit more conservative and thoughtful. With that said, the Portland area has a financially healthy economic outlook from the construction industry and population growth and revenues are still steadily increasing.

With consideration above, it is important to note that residential organic tonnage is expected to come in about 18 percent below of the forecasted expectations which is resulting in about \$590,000 less revenue, respectively. 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, the limited market for raw wood, all other wood (painted, treated and engineered wood), must now be managed as garbage at Metro’s two transfer stations.

Latex Paint sales are trending about 12.3 percent (\$358,000) below budget and slightly below the three year average.

The Community and Enhancement Fund fee revenue are expecting to come in 7.6 percent (\$21,000) above budget and Host fees are project to come in below expectations by 6.4 percent (\$50,000). Host fees are set high in the budget to act as a contingency in case tonnage is higher than expected.

Parking fee revenues generated from Metro Regional Center are expected to come in just below budget by 1.7 percent (\$19,000) and are higher than the three year average by 11.1 percent (\$109,000) due to the new leasing arrangements made in the prior fiscal year and current year increases in daily and monthly parking rates.

Expenditures

Based on third quarter results, Property and Environmental Services Department year-end projections for Personnel Services are trending toward 93 percent of budgeted levels. Materials and Services is expected to come in at 89.8 percent of budget. Operating burn rates are above the 3-year historical trends by 12.2 percent. This was expected, as increased program and operational costs grow with the economic environment and the escalation Personnel Service costs from the recent operational reorganization.

Tonnage related expenses are expected to come under budget by 3.9 percent (\$1.6 million). The budget was amended in March 2019 to reflect increased tonnage costs. If this amendment had not been made, tonnage costs would have exceeded their budget by more than 10 percent. The cost trend is due to pricing changes to our contracts with waste disposal and transport vendors and the larger tonnage numbers than expected (see tonnage discussion under revenue above).

Operating expenditures under the General Fund largely driven by Metro Building Operations and the Construction Project Management Office Programs are projected to come under budget by 12.3 percent (\$339,000).

Community Enhancement fund's expenditures are expected to come under budget by 31 percent (\$417,000). The Department aggressively budgets the total amount of monies expected to be received to be either granted or passed through to the host during the fiscal year to ensure that monies are available for the agreements made with the Department partners.

The Department spent approximately 17 percent of its capital budget by the end of the third quarter of FY 2018-19. About 45 percent of the capital budget is related to Solid Waste Operations. Solid Waste capital spending during the first half of the year is usually modest as capital projects are under needs assessment, in the scoping phase or being ordered (large equipment purchases). The fund saw increases in spending in Q3 due to many of the projects nearing significant levels of completion. The fund expects continued increased spending in Q4 due to the two new compactors coming in and being invoiced (\$1.8 million each). A few projects were amended in March 2019. There will not be a land purchase in this fiscal year, a compactor was carried over in FY19 that was installed in the prior year and the Metro South Station Scale that was budgeted to be replaced was assessed and looks like repairs are all that is necessary, pushing this off of the books. These changes and expected project completions by June has projected capital spending to come in at 76 percent of budget by the end of the year.

Metro Regional Center Building capital projects have been reprioritized based on resource needs. First, the construction project manager has yet to be hired to help keep projects on schedule. Second, the MRC south elevator modernization and the MRC roof project have been the emphasis. The elevator is done and the roof should be completed by the end of the fiscal year. The result of the prioritization has pushed the HVAC and the Envelope projects into the next fiscal year and it is expected that 48.5 percent of the MRC capital budget will

be used by the end of the year. With that said, these projects have a tight timeline due to the restrictions of resources from the Full Faith and Credit Bond and are expected to be substantially complete within three years.

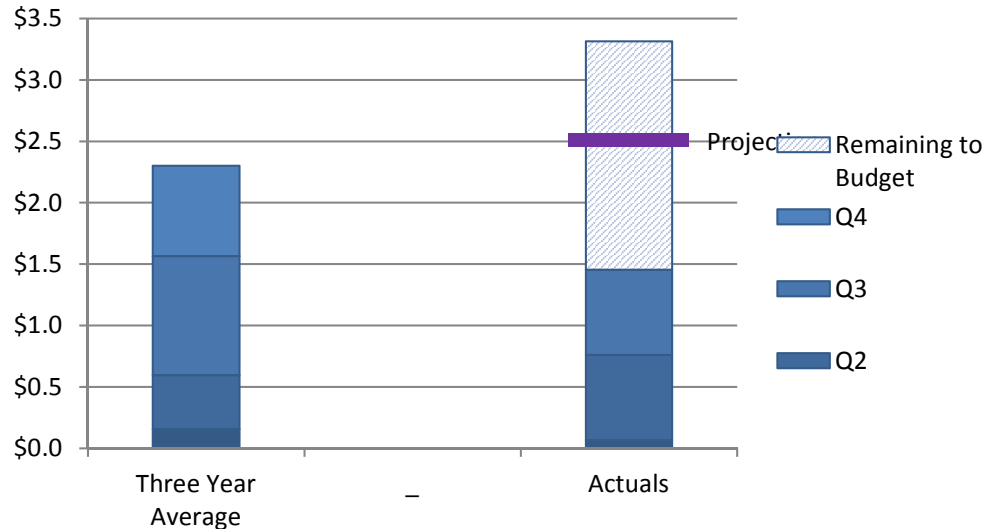
RESEARCH CENTER

Revenues	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues	\$3,315,260	\$1,455,447	43.9%	\$2,504,503	75.5%	77.2%
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	\$3,315,260	\$1,455,447	43.9%	\$2,504,503	75.5%	77.2%

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$4,008,685	\$2,657,835	66.3%	\$3,610,000	90.1%	92.4%
Materials and Services	1,270,068	652,392	51.4%	1,240,316	97.7%	64.4%
Total Expenditures	\$5,278,753	\$3,310,227	62.7%	\$4,850,316	91.9%	85.8%

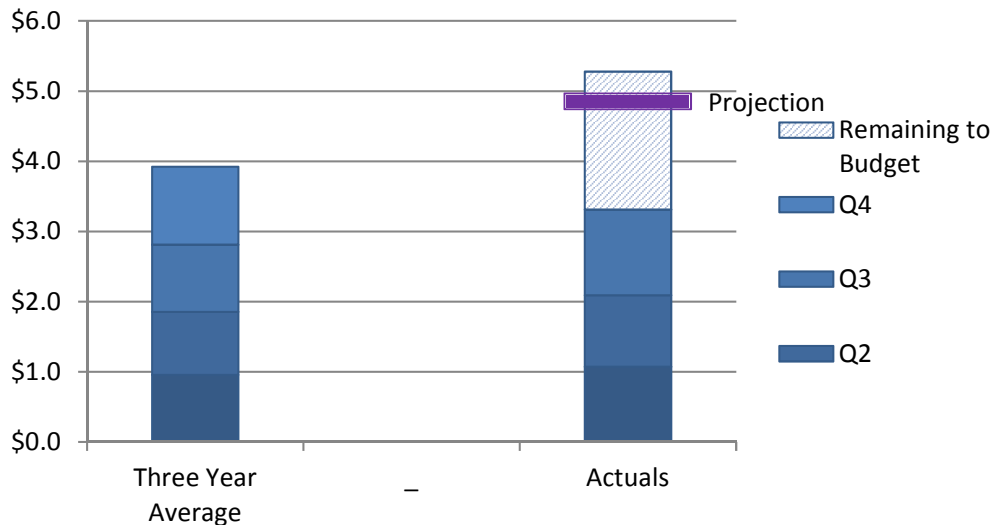
Research Center- Program Revenues by Month

shown in millions



Research Center- Expenditures by Month

shown in millions



Revenues

Research Center revenues for the fiscal year ending June 30, 2019 – excluding general fund and PES transfers – are projected at \$2.5 million, or 76 percent of the \$3.3 million budget. Program revenues are primarily made up of the ODOT/TriMet MPO funding and the Charges for Services category, the latter of which includes sales and contract revenue, the RLIS subscription revenue, and the aerial photo consortium billings. The estimated revenue shortfall is largely due to underbilling by staff on core functions and ODOT/TriMet support services, resulting from staff vacancies.

Expenditures

Research Center spending for the fiscal year – excluding transfer costs – is projected at \$4.8 million, or 92 percent of the \$5.3 million budget, Personal Services and Materials and Services combined.

The Personal Services category is forecasted to spend 90 percent of the \$4.0 million budget, or \$3.6 million, for a projected \$398,685 cost savings.

The Materials and Services category is forecasted to spend 98 percent of the \$1.3 million budget, or \$1.2 million, for a projected \$29,752 cost savings.

Research revenues projected to be under budget

SUPPORT DEPARTMENTS EXPENDITURES

COUNCIL

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$4,596,743	\$2,996,783	65.2%	\$4,257,991	92.6%	91.7%
Materials and Services	943,967	544,775	57.7%	838,715	88.9%	66.9%
Total Expenditures	\$5,540,710	\$3,541,557	63.9%	\$5,096,706	92.0%	87.0%

AUDITOR

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$707,647	\$492,347	69.6%	\$660,000	93.3%	85.0%
Materials and Services	56,500	12,174	21.5%	25,000	44.2%	61.0%
Total Expenditures	\$764,147	\$504,521	66.0%	\$685,000	89.6%	83.8%

OFFICE OF METRO ATTORNEY

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$2,658,142	\$1,840,221	69.2%	\$2,539,018	95.5%	97.2%
Materials and Services	75,327	25,423	33.7%	64,619	85.8%	81.3%
Total Expenditures	\$2,733,469	\$1,865,643	68.3%	\$2,603,636	95.3%	96.7%

COMMUNICATIONS

Expenditures	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$1,734,112	\$1,119,216	64.5%	\$1,726,104	99.5%	94.0%
Materials and Services	338,691	145,777	43.0%	291,663	86.1%	89.1%
Total Expenditures	\$2,072,803	\$1,264,993	61.0%	\$2,017,768	97.3%	92.5%

FINANCE AND REGULATORY SERVICES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	4,508,716	3,284,975	72.9%	4,522,696	100.3%	93.6%
Materials and Services	4,711,468	1,599,124	33.9%	4,398,336	93.4%	85.9%
Total Operating Expenditures	9,220,184	4,884,099	53.0%	8,921,032	96.8%	87.4%
Total New Capital	400,000	4,067	1.0%	0	0.0%	0.0%
Total Renewal and Replacement	0	0	0%	0	0.0%	0.0%
Total Expenditures	\$9,620,184	\$4,888,166	50.8%	\$8,921,032	92.7%	87.8%

HUMAN RESOURCES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$2,842,363	\$2,071,560	72.9%	\$2,749,072	96.7%	89.9%
Materials and Services	560,310	299,127	53.4%	545,669	97.4%	102.8%
Total Expenditures	\$3,402,673	\$2,370,687	69.7%	\$3,294,741	96.8%	91.9%

INFORMATION SERVICES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	4,057,133	2,631,639	64.9%	3,784,169	93.3%	96.2%
Materials and Services	2,286,176	1,051,631	46.0%	1,604,547	70.2%	78.3%
Total Operating Expenditures	6,343,309	3,683,270	58.1%	5,388,716	85.0%	90.8%
Total New Capital	250,000	64,586	25.8%	250,000	100.0%	40.1%
Total Renewal and Replacement	1,320,189	326,387	24.7%	626,793	47.5%	43.0%
Total Expenditures	\$7,913,498	\$4,074,243	51.5%	\$6,265,509	79.2%	81.7%

NON-DEPARTMENTAL EXPENDITURES

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	\$123,204	\$104,958	85.2%	\$135,202	109.7%	107.3%
Materials and Services	4,218,058	1,778,334	42.2%	3,081,712	73.1%	62.5%
Total Operating Expenditures	4,341,262	1,883,291	43.4%	3,216,914	74.1%	62.8%
Total Agency-wide Debt Service	55,263,767	8,700,835	15.7%	55,263,767	100.0%	103.3%
Total Capital Outlay	0	0	0%	0	0%	40.9%
Total Expenditures	\$59,605,029	\$10,584,126	17.8%	\$58,480,681	98.1%	99.0%

Non-Dept: Special Appropriations spending through the third quarter:

- \$245,915 to Construction Excise Tax payments
- \$126,800 to Metro's required outside financial audit
- \$106,208 for spending on all sponsorships, includes:
 - \$15,000 to Rail-volution
 - \$2,500 to Clackamas County Business Alliance
 - \$2,500 to the Columbia Corridor Association
 - \$25,000 for the Regional Arts and Culture Council
 - \$25,000 to the Metropolitan Export Initiative
 - \$25,000 for Greater Portland, Inc.
 - \$60,000 to the Willamette Falls Locks Sponsorship
- \$16,208 to the general Metro sponsorship account through the second quarter

APPENDIX A – Fund Tables, year to year comparison

General Fund (consolidated), as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	41,432,348	43,888,651		43,888,651		
Program Revenues	\$32,189,970	\$21,335,711	66.3%	32,459,811	100.8%	94.0%
General Revenues	37,288,612	30,805,503	82.6%	40,938,767	109.8%	104.1%
Transfers	41,162,361	30,344,285	73.7%	40,562,361	98.5%	91.5%
Special Items	0	0	0.0%		0.0%	0.0%
Extraordinary Items	0	0	0.0%		0.0%	0.0%
Other Financing Sources	0	50,720	0.0%	27,760	0.0%	0.0%
Subtotal Current Revenues	110,640,943	82,536,220	74.6%	113,988,699	103.0%	96.5%
Total Resources	152,073,291	126,424,871		157,877,350		
Requirements						
Operating Expenditures	74,093,803	40,400,277	54.5%	62,647,421	84.6%	84.4%
Debt Service	2,090,587	452,794	21.7%	2,090,587	100.0%	100.0%
Capital Outlay	315,000	242,500	77.0%	321,250	102.0%	56.3%
Interfund Transfers	19,096,795	14,565,456	76.3%	19,345,053	101.3%	99.8%
Intrafund Transfers	20,213,976	14,837,338	73.4%	19,890,832	98.4%	84.3%
Contingency	1,914,308	0				
Subtotal Current Expenditures	117,724,469	70,498,365	59.9%	104,295,143	88.6%	84.4%
Unappropriated Balance	34,348,822	55,926,506		53,582,207		
Total Requirements	\$152,073,291	\$126,424,871		\$157,877,350		

Affordable Housing Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$0	\$0		\$0		
Program Revenues	0	0	0.0%		0.0%	0.0%
General Revenues	0	0	0.0%		0.0%	0.0%
Transfers	0	0	0.0%		0.0%	0.0%
Special Items	0	0	0.0%		0.0%	0.0%
Extraordinary Items	0	0	0.0%		0.0%	0.0%
Other Financing Sources	10,000,000	0	0.0%	652,800,000	6528.0%	0.0%
Subtotal Current Revenues	10,000,000	0	0.0%	652,800,000	6528.0%	0.0%
Total Resources	\$10,000,000	0		\$652,800,000		
Requirements						
Operating Expenditures	\$10,000,000	0	0.0%	\$3,005,004	30.1%	0.0%
Debt Service	0	0	0.0%		0.0%	0.0%
Capital Outlay	0	0	0.0%		0.0%	0.0%
Interfund Transfers	0	0	0.0%		0.0%	0.0%
Intrafund Transfers	0	0	0.0%		0.0%	0.0%
Contingency	0	0				
Subtotal Current Expenditures	10,000,000	0	0.0%	3,005,004	30.1%	0.0%
Unappropriated Balance	0	0		649,794,996		
Total Requirements	\$10,000,000	0		\$652,800,000		

General Asset Management Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$19,569,814	\$22,964,406		\$22,964,406		
Program Revenues	16,209	349,032	2153.3%	350,907	2164.9%	7088.7%
General Revenues	397,350	471,134	118.6%	530,895	133.6%	541.0%
Transfers	19,595,995	16,721,119	85.3%	19,595,995	100.0%	95.6%
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	525,000	0	0.0%	131,250	25.0%	0.0%
Subtotal Current Revenues	20,534,554	17,541,285	85.4%	20,609,047	100.4%	179.6%
Total Resources	\$40,104,368	\$40,505,690		\$43,573,453		
Requirements						
Operating Expenditures	\$2,306,528	\$1,067,332	46.3%	\$2,565,793	111.2%	63.1%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	17,413,328	1,691,745	9.7%	4,769,860	27.4%	27.2%
Interfund Transfers	1,732,000	1,562,867	90.2%	1,732,000	100.0%	100.0%
Intrafund Transfers	362,500	0	0.0%	0	0.0%	100.0%
Contingency	9,511,807	0		0		
Subtotal Current Expenditures	31,326,163	4,321,944	13.8%	9,067,653	28.9%	26.8%
Unappropriated Balance	8,778,205	36,183,747		34,505,800		
Total Requirements	\$40,104,368	\$40,505,690		\$43,573,453		

MERC Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$55,647,914	\$61,813,068		\$61,813,068		
Program Revenues	82,257,695	59,119,216	71.9%	82,078,327	99.8%	117.8%
General Revenues	690,798	868,646	125.7%	1,350,327	195.5%	322.4%
Transfers	1,280,389	960,289	75.0%	1,280,389	100.0%	92.4%
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%
Subtotal Current Revenues	84,228,882	60,948,150	72.4%	84,709,043	100.6%	117.8%
Total Resources	\$139,876,796	\$122,761,218		\$146,522,111		
Requirements						
Operating Expenditures	\$102,762,350	59,593,502	58.0%	\$93,431,932	90.9%	105.1%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	6,435,000	3,948,572	61.4%	6,435,000	100.0%	33.6%
Interfund Transfers	6,725,855	5,373,327	79.9%	6,725,855	100.0%	100.0%
Intrafund Transfers	880,389	660,292	75.0%	880,389	100.0%	0.0%
Contingency	23,073,202	0		-		
Subtotal Current Expenditures	139,876,796	69,575,692	49.7%	107,473,176	76.8%	62.8%
Unappropriated Balance	0	53,185,525		39,048,935		
Total Requirements	\$139,876,796	\$122,761,218		\$146,522,111		

Natural Areas Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$31,946,208	\$33,689,769		\$33,689,769		
Program Revenues	261,638	319,558	122.1%	384,967	147.1%	634.0%
General Revenues	175,000	534,554	305.5%	668,192	381.8%	74.6%
Transfers	0	0	0.0%		0.0%	0.0%
Special Items	0	0	0.0%		0.0%	0.0%
Extraordinary Items	0	0	0.0%		0.0%	0.0%
Other Financing Sources	0	0	0.0%		0.0%	0.0%
Subtotal Current Revenues	436,638	854,112	195.6%	1,053,159	241.2%	3177.2%
Total Resources	32,382,846	34,543,881		34,742,928		
Requirements						
Operating Expenditures	\$5,651,657	\$2,009,400	35.6%	\$4,204,921	74.4%	104.3%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	10,061,638	4,755,995	47.3%	6,653,381	66.1%	51.9%
Interfund Transfers	3,227,582	1,595,866	49.4%	3,227,582	100.0%	98.9%
Intrafund Transfers	0	0	0.0%		0.0%	0.0%
Contingency	3,810,284	0		3,810,284		
Subtotal Current Expenditures	22,751,161	8,361,261	36.8%	17,896,168	78.7%	53.6%
Unappropriated Balance	9,631,685	26,182,619		16,846,760		
Total Requirements	\$32,382,846	\$34,543,881		\$34,742,928		

Oregon Zoo Asset Management Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$4,574,189	\$5,263,159		\$5,263,159		
Program Revenues	400,000	660,654	165.2%	660,654	165.2%	148.0%
General Revenues	35,000	74,731	213.5%	74,731	213.5%	371.8%
Transfers	941,249	507,186	53.9%	941,249	100.0%	98.4%
Special Items	0	0	0.0%		0.0%	0.0%
Extraordinary Items	0	0	0.0%		0.0%	0.0%
Other Financing Sources	0	0	0.0%		0.0%	0.0%
Subtotal Current Revenues	1,376,249	1,242,571	90.3%	1,676,634	121.8%	113.3%
Total Resources	\$5,950,438	\$6,505,730		\$6,939,793		
Requirements						
Operating Expenditures	\$260,000	\$22,770	8.8%	\$100,000	38.5%	46.4%
Debt Service	0	0	0.0%		0.0%	0.0%
Capital Outlay	4,797,241	1,061,116	22.1%	2,500,000	52.1%	41.9%
Interfund Transfers	0	0	0.0%		0.0%	100.0%
Intrafund Transfers	0	0	0.0%		0.0%	0.0%
Contingency	893,197	0				
Subtotal Current Expenditures	5,950,438	1,083,886	18.2%	2,600,000	43.7%	38.7%
Unappropriated Balance	0	5,421,844		4,339,793		
Total Requirements	\$5,950,438	\$6,505,730		\$6,939,793		

Oregon Zoo Infrastructure and Animal Welfare Bond Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$40,375,000	\$43,448,114		\$43,448,114		
Program Revenues	0	0	0.0%	0	0.0%	0.0%
General Revenues	300,000	681,739	227.2%	906,739	302.2%	184.6%
Transfers	0	0	0.0%	0	0.0%	100.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	83.7%
Subtotal Current Revenues	300,000	681,739	227.2%	906,739	302.2%	1261.2%
Total Resources	\$40,675,000	\$44,129,853		\$44,354,853		
Requirements						
Operating Expenditures	\$737,658	\$395,854	53.7%	\$534,365	72.4%	116.1%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	13,867,429	5,776,482	41.7%	8,866,482	63.9%	55.5%
Interfund Transfers	446,647	334,989	75.0%	446,647	100.0%	100.0%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	2,500,000	0		-		
Subtotal Current Expenditures	17,551,734	6,507,326	37.1%	9,847,494	56.1%	48.1%
Unappropriated Balance	23,123,266	37,622,528		34,507,359		
Total Requirements	\$40,675,000	\$44,129,853		\$44,354,853		

Oregon Zoo Operating Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$1,435,154	\$4,092,773		\$4,092,773		
Program Revenues	32,059,025	22,965,224	71.6%	29,739,087	92.8%	101.4%
General Revenues	15,000	105,867	705.8%	101,000	673.3%	320.6%
Transfers	13,070,000	9,783,747	74.9%	13,070,000	100.0%	100.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	10,510	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	45,144,025	32,865,348	72.8%	42,910,087	95.1%	101.1%
Total Resources	\$46,579,179	\$36,958,121		\$47,002,860		
Requirements						
Operating Expenditures	\$40,142,317	\$27,301,116	68.0%	\$38,684,976	96.4%	97.8%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	80,000	15,849	19.8%	60,849	76.1%	403.5%
Interfund Transfers	4,656,862	2,912,247	62.5%	4,602,683	98.8%	98.8%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	1,700,000	0		1,700,000		
Subtotal Current Expenditures	46,579,179	30,229,212	64.9%	45,048,508	96.7%	96.2%
Unappropriated Balance	0	6,728,908		1,954,351		
Total Requirements	\$46,579,179	\$36,958,121		\$47,002,860		

Parks and Natural Areas Local Option Levy, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$7,777,043	\$5,853,585		\$5,853,585		
Program Revenues	300,000	80,279	26.8%	155,279	51.8%	128.0%
General Revenues	15,027,595	14,977,470	99.7%	15,262,628	101.6%	102.7%
Transfers	280,000	0	0.0%	280,000	100.0%	100.0%
Special Items	0	0	0.0%		0.0%	0.0%
Extraordinary Items	0	0	0.0%		0.0%	0.0%
Other Financing Sources	0	0	0.0%		0.0%	0.0%
Subtotal Current Revenues	15,607,595	15,057,748	96.5%	15,697,907	100.6%	102.9%
Total Resources	\$23,384,638	\$20,911,333		\$21,551,491		
Requirements						
Operating Expenditures	\$10,570,069	\$5,603,810	53.0%	\$7,999,571	75.7%	82.2%
Debt Service	0	0	0.0%	-	0.0%	0.0%
Capital Outlay	6,675,440	2,368,786	35.5%	3,902,235	58.5%	45.9%
Interfund Transfers	4,111,333	3,055,963	74.3%	4,111,333	100.0%	98.9%
Intrafund Transfers	0	0	0.0%	-	0.0%	0.0%
Contingency	2,027,796	0		2,027,796	100.0%	
Subtotal Current Expenditures	23,384,638	11,028,559	47.2%	18,040,935	77.1%	70.4%
Unappropriated Balance	0	9,882,775		3,510,556		
Total Requirements	\$23,384,638	\$20,911,333		\$21,551,491		

Risk Management Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$1,816,176	\$3,213,860		\$3,213,860		
Program Revenues	264,933	471,323	177.9%	689,492	260.3%	133.6%
General Revenues	10,000	48,144	481.4%	60,180	601.8%	260.9%
Transfers	2,416,375	1,812,303	75.0%	2,416,375	100.0%	100.0%
Special Items	0	0	0.0%	0	0.0%	0.0%
Extraordinary Items	0	0	0.0%	0	0.0%	0.0%
Other Financing Sources	0	0	0.0%	0	0.0%	0.0%
Subtotal Current Revenues	2,691,308	2,331,770	86.6%	3,166,047	117.6%	106.8%
Total Resources	\$4,507,484	\$5,545,629		\$6,379,907		
Requirements						
Operating Expenditures	\$3,701,112	\$1,230,792	33.3%	\$3,421,134	92.4%	84.1%
Debt Service	0	0	0.0%	0	0.0%	0.0%
Capital Outlay	0	0	0.0%	0	0.0%	0.0%
Interfund Transfers	0	0	0.0%	0	0.0%	33.3%
Intrafund Transfers	0	0	0.0%	0	0.0%	0.0%
Contingency	760,855	0		760,855		
Subtotal Current Expenditures	4,461,967	1,230,792	27.6%	4,181,989	93.7%	75.4%
Unappropriated Balance	45,517	4,314,838		2,197,918		
Total Requirements	\$4,507,484	\$5,545,629		\$6,379,907		

Solid Waste Revenue Fund, as of March 31, 2019

	Adopted Budget	YTD Actuals	YTD % of Budget	Year-end Projection	Year-end % Budget	3-Year Average
Resources						
Beginning Fund Balance	\$59,784,264	\$55,917,627		\$55,917,627		
Program Revenues	71,297,610	53,246,507	74.7%	72,151,078	101.2%	101.8%
General Revenues	391,600	750,129	191.6%	1,000,172	255.4%	130.4%
Transfers	7,244,905	1,702,043	23.5%	7,244,905	100.0%	95.4%
Special Items	0	0	0.0%		0.0%	0.0%
Extraordinary Items	0	0	0.0%		0.0%	0.0%
Other Financing Sources	0	21,496	0.0%	21,496	0.0%	0.0%
Subtotal Current Revenues	78,934,115	55,720,175	70.6%	80,417,650	101.9%	101.9%
Total Resources	\$138,718,379	\$111,637,802		\$136,335,277		
Requirements						
Operating Expenditures	\$71,687,328	\$45,235,697	63.1%	\$66,166,186	92.3%	94.6%
Debt Service	0	0	0.0%		0.0%	0.0%
Capital Outlay	6,003,900	1,013,343	16.9%	4,562,953	76.0%	54.3%
Interfund Transfers	6,322,306	4,562,280	72.2%	6,322,306	100.0%	98.7%
Intrafund Transfers	5,000,000	0	0.0%	5,000,000	100.0%	0.0%
Contingency	19,099,782	0		19,099,782		
Subtotal Current Expenditures	108,113,316	50,811,320	47.0%	101,151,227	93.6%	76.4%
Unappropriated Balance	30,605,063	60,826,482		35,184,051		
Total Requirements	\$138,718,379	\$111,637,802		\$136,335,277		

APPENDIX B – Excise Tax Annual Forecast, as of March 31, 2019

Total Excise Tax Collections

7.5% Excise Tax

Facility/Function	Current-year Budget	Revised Annual Forecast	Difference	% Difference
SW Product Sales	268,174	219,420	(48,754)	-18.18%
Total	\$268,174	\$219,420	(\$48,754)	-18.18%

Solid Waste Per Ton Excise Tax

	Current-year Budget	Revised Annual Forecast	Difference	% Difference
Solid Waste and Recycling Metro Facilities	\$6,799,836	\$6,912,670	\$112,834	1.66%
Solid Waste and Recycling Non Metro Facilities	10,706,012	11,220,141	514,130	4.80%
Total Solid Waste Per Ton Excise Tax	\$17,505,848	\$18,132,811	626,963	3.58%

Grand Total Excise Tax	\$17,774,022	\$18,352,231	\$578,209	3.25%
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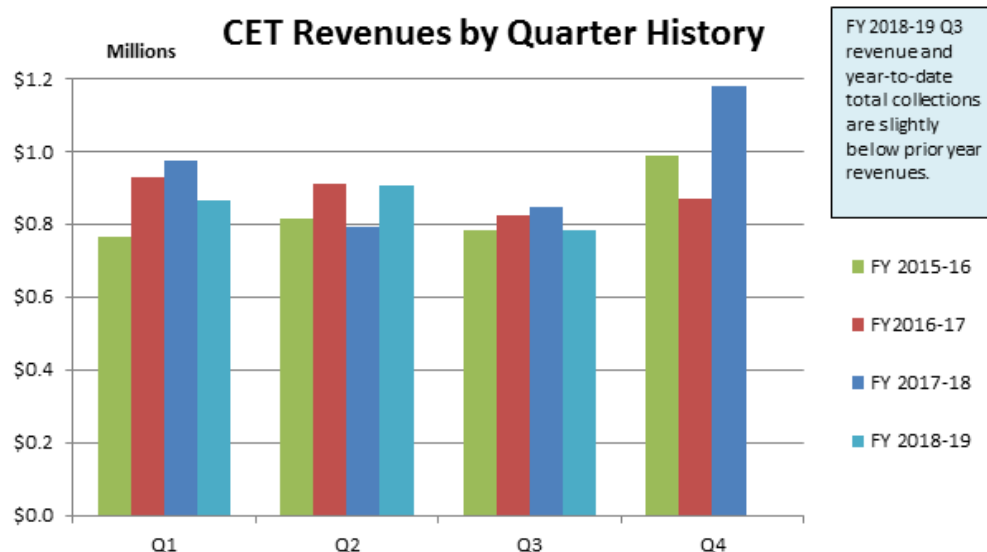
Solid Waste Base Excise Tax	\$13,713,247	\$13,713,247		
SW Net Surplus/(Deficit)	\$3,792,601	\$4,419,564		

APPENDIX C – Construction Excise Tax

CET Revenues

Through the third quarter (Q3) of FY 2018-2019, Construction Excise Tax collections from local jurisdictions were approximately \$2.6 million. Year-to-date collections represent about 68 percent of the current year budgeted CET revenue and are slightly down from prior year through Q3. Of the total collections, Metro retains 5 percent of this revenue to recover a portion of its costs in administering the program. The total admin fees through Q3 equals approximately \$128,000.

Revenues	FY18-19 Budget	YTD Actual (through Q3)	PY Actual (through Q3)	% of CY Budget	% of PY Actual (through Q3)
Construction Excise Tax	3,554,900	2,428,689	2,484,547	68%	98%
CET Admin Fee	187,100	127,826	130,766		



Top Producing Jurisdictions

During the first three quarters of FY 2018-19, the City of Portland made up 42 percent of the total CET revenue. Hillsboro and Gresham are the next top-producing jurisdictions, making up 9 percent and 7 percent, respectively, of total collections year-to-date (YTD). Washington County and Tigard each made up 6 percent of total YTD collections, with Tigard being the only jurisdiction with a population less than 75,000 to be among the top producers.

Jurisdiction	YTD Receipts (through Q3)	YTD % of Total	PY Actuals (full year)	YTD % of PY Actuals
Portland	\$1,073,056	42%	\$1,719,515	62%
Washington County	\$149,651	6%	\$302,375	49%
Hillsboro	\$228,873	9%	\$235,221	97%
Gresham	\$180,698	7%	\$168,449	107%
Beaverton	\$113,603	5%	\$196,470	58%
Clackamas County	\$107,061	4%	\$196,242	55%
Cities, population 25-75k*	\$341,301	13%	\$516,342	66%
Cities, population < 25k	\$362,272	14%	\$460,879	79%
	\$2,556,515	100%	\$3,795,493	67%
Tigard	\$145,811		\$211,334	69%

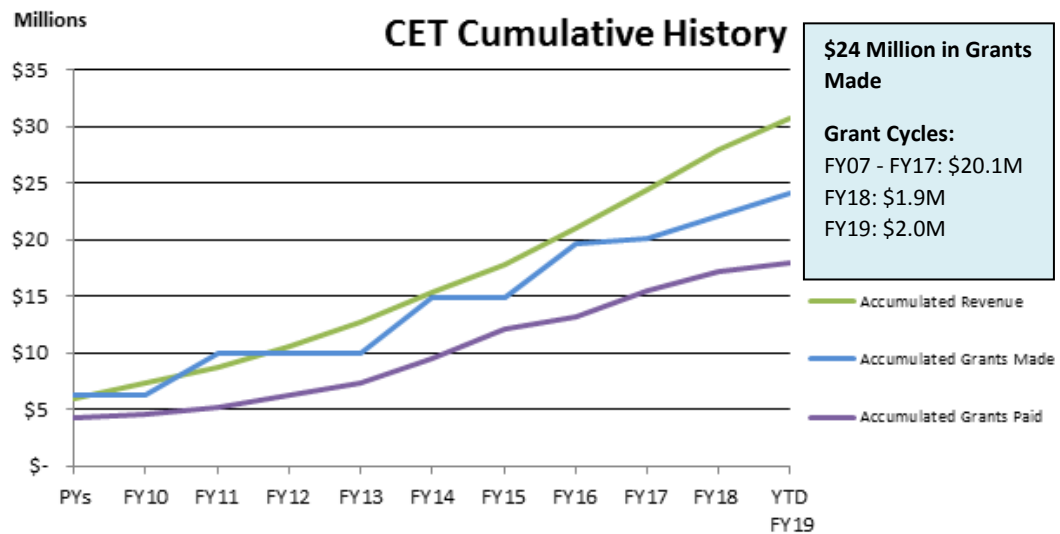
*Includes City of Tigard totals, which are also broken out separately for visual comparison

Over \$24 million awarded to local jurisdictions since inception

\$2 million in grants were awarded during FY 2018-19 that focused on equitable development, facilitating infill development within UGB, and new urban area planning.

Award detail of grants and timeline for the next grant application cycle is on Metro's website at www.oregonmetro.gov/tools-partners/grants-and-resources

Jurisdiction	Grants prior to 2017	FY18 Awards	YTD FY19 Awards	Total	percent of Total Awarded
Portland	\$4,269,928	\$237,500	\$745,000	\$5,252,428	21.7 percent
Washington County	3,266,678		520,000	\$3,786,678	15.7 percent
Gresham	2,386,057			\$2,386,057	9.9 percent
Hillsboro	1,092,500			\$1,092,500	4.5 percent
Clackamas County	1,003,701	394,000	220,000	\$1,617,701	6.7 percent
Beaverton	860,697	150,000		\$1,010,697	4.2 percent
Multnomah County	277,500			\$277,500	1.1 percent
Cities, population 25-75k	4,360,129	340,246	510,000	\$5,210,375	21.6 percent
Cities, population < 25k	2,655,503	715,000		\$3,370,503	14.0 percent
"Portland/Mult. Co. Joint Office of Homeless Services"		150,000		\$150,000	0.6 percent
	\$20,172,693	\$1,986,746	\$1,995,000	\$24,154,439	100.0 percent

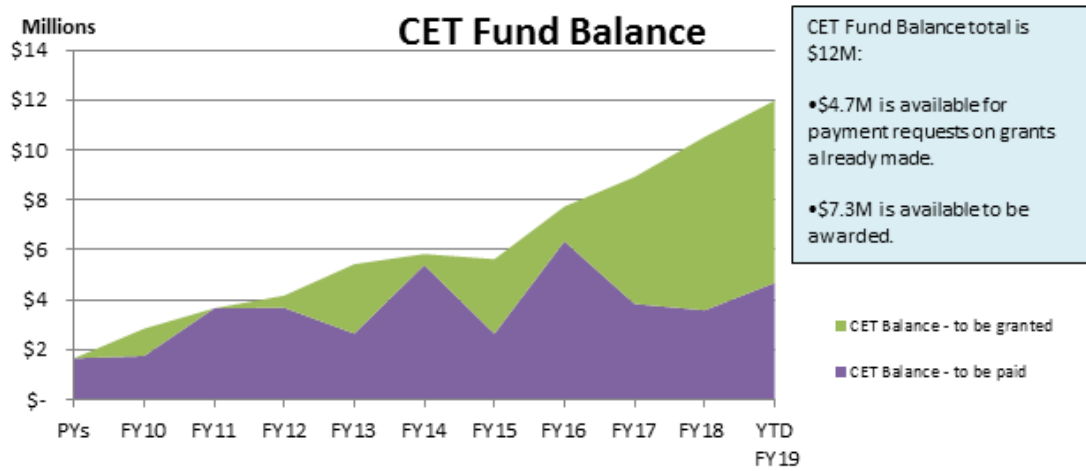


Cumulative collections

Metro grants the awards on a reimbursement basis, and thus maintains a balance to make payments as requested. From inception, the Construction Excise Tax has earned \$30.7 million in revenue and granted \$24 million to local jurisdictions. Of that \$24 million, approximately \$18 million has been paid out.

Funds available to be awarded

Metro restricts unpaid CET funds in Ending Fund Balance, which is currently \$12 million. Of that amount, \$4.7 million is available for payment requests on grants already awarded, and \$7.3 million is available to be awarded in the next round of grants.





APPENDIX D – Capital Budget, FY 2018-19

SUMMARY

The following pages present the status of all projects with anticipated spending of greater than \$100,000, including a comparison of budgeted capital projects with activity and expenditures through December 31, 2018.

The five-year capital improvement plan included 128 capital projects greater than \$100,000. Natural Areas land acquisitions came to a total of \$3.2 million for the fiscal year, including \$1.08 million to “Hertrich” in the Clackamas River area, \$870,000 to “Shiban” in the lower Tualatin headwaters, \$631,000 to “Joe Sohler” in the Chehalem Ridge area, and \$551,000 to the golf course road in the Dairy/McKay Creeks area.

Through December 31, 2018, seven projects were completed and eight projects were cancelled. 41 projects were funded but not started.

Completed Projects:

Parks and Nature:

- Richardson Creek Restoration Project
- Ambleside Aquatic Restoration
- Smith and Bybee Wetlands Water Management
- Blue Lake Curry Security Improvements
- Purchase of trucks for Parks operations

OCC:

- Waterproofing: Elastomeric Coating

Information Services:

- Netapp 3050 (Alex) File Server

CIP Summary
Fiscal Year 2019

Information Services						
Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
PeopleSoft Supplier Contract Management Module	65612A	500,000	-	500,000	-	Funded-Not Started
VOIP Phone System Upgrade	65701B	354,802	278,603	76,199	581,453	Funded-Active
IMS - Network Management	65200	284,394	39,819	244,575	481,380	Funded-Active
Netapp 3050 (Alex) File Server	I4001U	275,000	275,000	275,000	-	Completed
Website - R&R	ISTBD02	264,113	-	264,113	-	Funded-Not Started
PeopleSoft LMS	I1001E	215,141	-	215,141	-	Funded-Not Started
VOIP Phone System Upgrade Phase II	65701C	206,224	55,595	150,629	714,180	Funded-Active
Payroll Project Phase II	I1501E	165,000	-	165,000	77,420	Funded-Not Started
Honey Badger Horizon 3	I3002E	150,000	-	150,000	-	Funded-Not Started
PeopleSoft Benefits Module	I1002E	150,000	-	150,000	-	Funded-Not Started
PeopleSoft Upgrades	01521	108,758	32,160	76,598	92,343	Funded-Active
PCI-Network Remediation	01570	100,000	1,995	98,005	45,111	Funded-Active
Printer Consolidation - Acquisition	65110	36,726	9,618	27,108	84,321	Funded-Active
KRONOS Timeclocks	65630B	31,084	-	31,084	-	Funded-Not Started

CIP Summary
Fiscal Year 2019

Parks and Nature						
Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
Natural Areas Acquisition	TEMP98	7,500,000	3,203,160	4,296,840	3,203,160	Funded-Active
WF Construction	WF013	7,000,000	-	7,000,000	-	Funded-Not Started
Oxbow Welcome Center	LI005	1,914,351	874,502	1,039,849	1,947,326	Funded-Active
Newell Creek Canyon Nature Park	LA250	1,550,000	7,656	1,542,344	218,346	Funded-Active
Marine Drive Trail	BA020	1,050,000	-	1,050,000	-	Funded-Not Started
Willamette Falls Riverwalk	WF010	1,000,000	179,448	820,552	2,057,146	Funded-Active
Richardson Creek Restoration Project	LR031	950,000	747,101	202,899	1,082,585	Complete
Habitat Restoration	PKSTBD51	877,350	-	877,350	-	Cancelled
Chehalem Ridge Comp Plan	LA110	750,000	46,928	703,072	223,308	Funded-Active
North Tualatin Mountains Nature Park	LA120	700,000	18,206	681,794	142,786	Funded-Active
Core Stewardship	LR900	681,800	222,790	459,010	3,123,159	Cancelled
Columbia Blvd Bridge Crossing	BA010	600,000	-	600,000	51,354	Funded-Active
Ambleside Aquatic Restoration	LR1602	550,000	343,198	206,802	892,415	Complete
Tigard: Fanno Creek Trail	BA040	550,000	-	550,000	280,127	Funded-Active
Oxbow Play Area Renovations	LI003	515,100	330,717	184,383	450,480	Funded-Active
Oxbow Park Stream Restoration	LR240	472,650	341,908	130,742	1,257,537	Funded-Active
Aus Farms	G12007	365,000	243,480	121,520	490,026	Funded-Not Started
Gabbert Hill Access Improvements Phase 1	LA200	350,000	7,117	342,883	91,277	Funded-Active
Borland Infrastructure Phase 2	LR751	325,000	117,410	207,590	118,800	Funded-Active
Fleet : PARKS	70001P	322,628	293,413	29,215	483,349	Funded-Active
Killin Wetland Access/Site Evaluation	LA300	313,339	58,368	254,971	966,606	Funded-Active
Burlingtn Crk Forest Rd Repair	LR901	270,000	267,158	2,842	267,158	Funded-Not Started
Chinook: Floats & Gangway	PCK001	261,817	48,709	213,108	49,432	Funded-Active
Levy Terramet Database Improvement	LS010	255,000	99,000	156,000	759,431	Funded-Active
River Island Restoration	BA030	228,000	21,545	206,455	5,680,253	Funded-Active
Withycombe	G48003	165,000	999	164,001	34,922	Funded-Not Started
Levy: East Council Creek	LA121	150,000	2,093	147,907	23,731	Funded-Active
N. Columbia Slough Bridge	BA011	150,000	-	150,000	-	Funded-Not Started
Trails: St Johns Prairie	PTR001	150,000	-	150,000	-	Funded-Not Started
3 New Trucks for Park Ops	PKSTBD36	130,000	-	130,000	-	Complete
Smith and Bybee Wetlands Water Management	LR403	100,000	-	100,000	828,722	Complete
Oxbow: Trail System Assessment	POX004	100,000	9,814	90,186	13,891	Funded-Active
Chinook Landing Improvements	PCK002	100,000	-	100,000	-	Funded-Not Started
Blue Lake Curry Security Improvements	PKSTBD33	100,000	-	100,000	-	Complete
ADA Improvements at Park Properties	PKSTBD32	100,000	-	100,000	-	Funded-Not Started
Blue Lake Curry Space Plan & Furniture Replacement	PKSTBD35	100,000	-	100,000	-	Cancelled
Glendoveer Facility Condition Assessment	GF121	75,000	-	75,000	15,390	Cancelled
Blue Lake Inclusive Play Assessment	PBL004	62,500	-	62,500	-	Funded-Not Started
Glendoveer Equipment	GF154	50,000	52,500	(2,500)	52,500	Cancelled
Blue Lake: Fencing	PBL002	45,851	65,837	(19,986)	65,837	Funded-Not Started

**CIP Summary
Fiscal Year 2019**

Property and Environmental Services						
Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
MRC: HVAC & BAS Replacement	MRC001	3,941,234	36,866	3,904,368	36,866	Funded-Not Started
MSS Land Acquisition	SWTBD08	3,000,000	-	3,000,000	-	Funded-Not Started
Metro South: Compactor #1	SMS001	2,600,800	-	2,600,800	1,543,085	Funded-Active
MRC Roof Rplcmnt-Phase 2	01320A	2,430,344	1,058,257	1,372,087	1,583,933	Funded-Active
Metro Central - Compactor #3	SWTBD04	1,800,000	-	1,800,000	-	Funded-Not Started
Metro South - Compactor #2	SWTBD06	1,800,000	-	1,800,000	-	Funded-Not Started
SJLF Flare Replacement	77002	740,000	74,308	665,692	537,022	Funded-Active
MRC Bldg Envlp Rprs-Phase 2	01325A	717,000	-	717,000	-	Funded-Active
MSS Transfer Scale Replacement	SWTBD20	500,000	-	500,000	-	Funded-Not Started
MSS Exterior Renovations	SMS003	400,000	264,812	135,188	380,359	Funded-Active
MRC Fire Stoppage	01332	203,275	-	203,275	-	Funded-Not Started
MRC Daycare Improvements	MRC003	200,000	11,224	188,776	14,164	Funded-Active
Crusher Can / Aerosol Crusher - MSS	77126	200,000	20,324	179,676	110,838	Funded-Active
New Facility CRC Design	SWTBD18	150,000	-	150,000	-	Funded-Not Started
St. Johns Landfill - Remediation	76995	100,000	-	100,000	103	Funded-Active
MCS HHW - Widen Exit Road	SWTBD17	100,000	-	100,000	-	Funded-Not Started
MCS Gate Replacement	SWTBD21	100,000	-	100,000	-	Funded-Not Started
MRC Security System	01503	90,000	50,086	39,914	157,053	Funded-Active
Metro Central - Annual Concrete Repair	77125	75,000	-	75,000	34,681	Funded-Active
Fleet: Solid Waste	700015	71,900	100,239	(28,339)	507,292	Funded-Active
MSS Annual Concrete Maintenance	77124	50,000	52,857	(2,857)	52,857	Funded-Not Started
Metro Paint Processing Room Expansion	SWTBD16	50,000	-	50,000	-	Funded-Not Started
MRC Wayfinding	PSTBD025	50,000	-	50,000	-	Unfunded
Table 6 Tenant Improvements	MRC002	49,302	9,788	39,514	73,725	Funded-Active

Visitor Venues - Oregon Convention Center						
Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
Master Plan Renovation	8R082	29,030,000	5,427,382	23,602,618	9,298,579	Funded-Active
OCC Cooling System Rplcmnt	8R188	2,900,000	1,094,846	1,805,154	1,150,774	Funded-Active
OCC - Lighting Control System	88174	2,255,000	71,945	2,183,055	167,985	Funded-Active
Chair Replacement	8N073	1,300,000	-	1,300,000	-	Funded-Active
OCC - Orbit Cafe Improvements	8R213	793,000	21,058	771,942	21,058	Funded-Active
Tower/Crown Glazing	8R222	500,000	-	500,000	-	Funded-Active
Vertical Transportation: Elevator Modernizations	8R207	375,000	243,943	131,057	243,943	Funded-Active
Dragon & Orbit HVAC	8R208	275,000	60,063	214,937	60,063	Funded-Active
Integrated Door Access Controls	8N025	260,000	71,769	188,231	94,057	Funded-Active
Waterproofing: Elastomeric Coating	8R223	250,000	174,302	75,698	211,018	Complete
Portable Ticketing Kiosks Purchase	8N076	250,000	-	250,000	-	Funded-Not Started
Audio Visual Equipment	8R118	150,000	19,776	130,224	467,161	Funded-Active
OCC - WiFi & Show Network Upgrades	8R226	120,000	25,499	94,501	25,499	Funded-Active
Staff Support Area Programming: King BR/Admin Lobby	8R224A	80,000	-	80,000	-	Funded-Active
OCC - Alerton Glbl Cntrlr Upgrd	8R166	60,000	22,522	37,478	160,701	Funded-Active
Water Heater Replacement	8R210	50,000	10,310	39,691	10,310	Funded-Active

**CIP Summary
Fiscal Year 2019**

Visitor Venues - Portland's Centers for the Arts

Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
Schnitzer Acoustical Enhancements	8R092	2,195,000	47,489	2,147,511	509,581	Funded-Active
P5 AHH Roof	8R179	1,107,000	17,222	1,089,778	117,063	Funded-Active
Keller Electrical Infrastructure Update	8R155	550,000	955,833	(405,833)	992,564	Funded-Active
P5 Keller Cafe	85112	350,000	-	350,000	-	Funded-Active
KA Generator Fuel Storage	8R214	350,000	-	350,000	-	Funded-Active
P5 Keller Security Cameras	8N080	200,000	3,996	196,004	3,996	Funded-Active
Newmark Main Speakers	8R128	200,000	-	200,000	-	Funded-Not Started
P5 ASCH Piano Replacement	8R216	200,000	-	200,000	-	Funded-Not Started
Newmark Piano Replacement	8R217	150,000	-	150,000	-	Funded-Not Started
Keller Fall Arrest	8R219	100,000	-	100,000	-	Funded-Not Started
P5 ASCH Broadway and Park Marquees	8R220	50,000	-	50,000	-	Funded-Active
P5 AHH/ASCH/Keller ADA signage	8R182	30,000	-	30,000	-	Funded-Active

Visitor Venues - Expo Center

Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
Expo - Hall C Structural Maintenance	8R172	300,000	-	300,000	31,407	Cancelled
Expo - Lower Parking Lot 1 Improvements	8N072	200,000	-	200,000	-	Funded-Active
Expo Show Net Rplc	8R211	165,000	83,446	81,554	83,446	Funded-Active
Expo Security Cameras / Access control	8R112	157,138	113,048	44,090	116,239	Funded-Active
Expo - Lighting Control review and install - Halls ABCDE	8R169	150,000	-	150,000	-	Funded-Not Started
Expo - Hall C Roof Recoat	8R227	125,000	-	125,000	-	Cancelled
Expo - Parking Lot Asphalt Maintenance / Replacement	8R040	60,000	12,600	47,400	193,257	Funded-Active
Expo - UP4 New Storage Building	8N079	40,000	-	40,000	-	Cancelled
Expo - Expo Website Update	8R229	40,000	-	40,000	-	Funded-Not Started
Expo - Facility Wide door improvements	8R230	20,000	-	20,000	-	Funded-Not Started
Expo - Hall A Carpet and Paint	8R231	10,000	-	10,000	-	Funded-Not Started

Visitor Venues - Oregon Zoo

Project	ID	Current Year			Total Spend	Project Status
		FY 2019	YTD Actual	Balance		
Polar Bear/Primate/Rhino Habitats	ZIP004	13,613,524	4,773,056	8,840,468	8,276,140	Funded-Active
Generator Replacement	ZI018	625,000	691,539	(66,539)	774,626	Funded-Not Started
VOIP Installation	ZOOTBD19-6	500,000	-	500,000	-	Funded-Active
Zoo IS Roadmap	ZOOTBD19-7	500,000	-	500,000	-	Funded-Active
Animal Hospital X-Ray Machine	ZOOTBD08	300,000	-	300,000	-	Funded-Active
Zoo New Capital < \$100K	ZOOTBD22	250,000	-	250,000	-	Funded-Active
Website Redesign	ZRW196	200,000	-	200,000	-	Funded-Not Started
Zoo R&R Projects < \$100K	ZRWSK5	135,000	-	135,000	-	Funded-Active
Cascade Crest Elevator	ZVS20	115,000	(27,195)	142,195	(27,195)	Funded-Not Started
One-Percent for Art Design and Installation	ZIP012	100,000	-	100,000	666,651	Funded-Active
Animal Area Cameras	ZOO78	100,000	-	100,000	100,328	Funded-Active



Agenda Item No. 5.1

Resolution No. 19-4993, For the Purpose of Adding or Amending Existing Projects to the 2018-21 Metropolitan Transportation Improvement Program Involving Six Projects Impacting ODOT, Portland and Tigard (Ap19-09-MAY)

Consent Agenda

Metro Council Meeting
Thursday, May 30, 2019
Metro Regional Center, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING OR) RESOLUTION NO. 19-4993
AMENDING EXISTING PROJECTS TO THE)
2018-21 METROPOLITAN TRANSPORTATION) Introduced by: Acting Chief Operating
IMPROVEMENT PROGRAM INVOLVING SIX) Officer Andrew Scott in concurrence
PROJECTS IMPACTING ODOT, PORTLAND,) with Council President Lynn Peterson
AND TIGARD (AP19-09-MAY))

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, a status review by ODOT concerning their Interstate 405 (I-405) Fremont (Willamette River) Bridge rehabilitate and painting project which through a prior amendment transferred \$10 million to the State Bridge Program for maintenance needs determined they can delay the project without significant issue allowing the most of existing funding to be transferred to two other projects to address associated funding shortfalls with the remaining funds to the State Bridge Program, but will result in the cancellation of the I-405 Fremont Bridge project with full funding most likely returning during the next STIP cycle; and

WHEREAS, the funding transfer from the I-405 Fremont Bridge project will include \$2,179,980 re-programmed to ODOT's Region 1 Interstate 84 (I-84) from Interstate 205 (I-205) to 181st Ave pavement rehabilitation project allowing additional repair work of four bridges to be included in the scope of work; and

WHEREAS, the scope and funding adjustments to ODOT's I-405 Fremont Bridge and I-84 pavement rehabilitation project are considered significant under FHWA's amendment rules that a formal amendment to the MTIP is required along with approval from the Oregon Transportation Commission (OTC) which occurred during their May 2019 meeting; and

WHEREAS, upon a status update for ODOT's OR99W Tualatin River Northbound (NB) Bridge reconstruction project, ODOT has decided to cancel the construction phase for the project to address additional design issues and outsource the final design requirements in the Preliminary Engineering (PE) phase leaving the project currently underfunded to become a shelf-ready PE project with its construction phase to be re-funded most likely as part of the next STIP cycle; and

WHEREAS, the cancellation of the construction phase for ODOT's OR99W Tualatin NB Bridge reconstruction project will result in the transfer of \$453,000 to the PE phase to address the added design issues plus \$3,023 transferred to the State Bridge program with the final \$743,854 transferred to ODOT's Region 1 I-84 NW Forest Lane over I-84 reconstruction project which is outside of the MPO boundary area and not part of this amendment bundle; and

WHEREAS, the scope and funding changes are significant to the OR99W Tualatin NB Bridge reconstruction project and the I-84 NW Forest Lane over I-84 reconstruction project that both require a formal MTIP amendment and approval from OTC which occurred during their May 2019 meeting; and

WHEREAS, ODOT and the Portland Bureau of Transportation (PBOT) determined during their review of the PBOT's NE 12th Ave over I-84 & Union Pacific Railroad Bridge protective screening project that the project was significantly underfunded requiring an additional \$1,931,244 of OTC approved bridge overpass protective screening funds to complete the project and slipped the construction phase timing to 2021; and

WHEREAS, two city of Tigard's prior Regional Flexible Fund Allocation (RFFA) program projects including their SW Wall St Extension to SW Tech Center Dr (Hunziker) and Main Street Phase 2 – Rail Corridor to SW Scoffins St were approved for, and have completed their de-federalization process using local fund swaps plus completed development and execution of their required locally funded Metro Intergovernmental Agreements (IGAs) for project delivery allowing them to now be removed from the MTIP and Statewide Transportation Improvement Program (STIP) to avoid possible project oversight conflicts with ODOT; and

WHEREAS, all amended projects were evaluated against seven 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 federal 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 May 2019 Formal MTIP Amendment; and

WHEREAS, all projects included in the May 2019 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 May 3, 2019 and approved the amendment approval recommendation to JPACT; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT on May 16, 2019 to formally amend the 2018-21 MTIP to include the May 2019 Formal Amendment bundle consisting of six projects.

ADOPTED by the Metro Council this ____ day of _____ 2019.

Lynn Peterson, Council President

Approved as to Form:

Nathan A.S. Sykes, Acting Metro Attorney

**2018-2021 Metropolitan Transportation Improvement Program
Exhibit A to Resolution 19-4993**



**Proposed May 2019 Formal Amendment Bundle
Amendment Type: **Formal/Full**
Amendment #: **AP19--09-MAY**
Total Number of Projects: 6**

ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge	Paint bridge approaches; other section as funding allows.	CANCELLED PROJECT: Project funding by approved OTC action is being de-programmed and transferred among three other projects. Existing funding was sufficient to cover only five of fifteen approach ramps. However, a partial project was deemed inefficient. Full project funding mostly will return as part of the next STIP (2021-24)
Project #2 Key 20410	70967	ODOT	I-84: I-205 - NE 181st Avenue	On I-84 from I-205 to NE 181st Ave , remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F . (HB2017 Awarded Project, \$3,100,000 awarded funding)	SCOPE CHANGE/COST INCREASE: The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle). . The ODOT Bridge program has approved funding to repair the driving surface of these bridges. OTC approval also was required with approval occurring during their May 2019 meeting.

Project #3 Key 20471	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).	<u>COST DECREASE/SCOPE CHANGE:</u> The formal amendment de-programs the construction phase planned for 2020 and shifts \$453,000 to the PE phase to support a funding shortfall in the PE phase. Construction phase fund de-programming (\$746,877) is being transferred to Key 20485, NW Forest Lane over I-84 (which is outside of the MPO boundary) and not included as part of this amendment bundle. The remaining \$3,023 from the construction phase will be transferred to the State Bridge Program
Project #4 Key 21283	71054	Portland	NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist	<u>COST INCREASE/PHASE SLIP:</u> The formal amendment adds funding to the Preliminary Engineering and construction phases from the funding pot supporting bridge protective screening. The ODOT Bridge program has approved additional funding to address these elements. The construction year also has been moved out to 2021 based on the expected time to complete the PE phase.
Project #5 Key 20811	70888	Tigard	SW Wall St Extension to SW Tech Center Dr (Hunziker)	This project will connect Tigard's Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.	<u>REMOVE PROJECT:</u> The formal amendment removes the project from the MTIP and STIP. A fund swap between Metro and TriMet previously occurred. The project has become completely locally funded. Metro will monitor project delivery like other federal projects awarded Metro funding. The local funds committed to the project remain awarded to the project and will be used to deliver the scope of work for the project.
Project 6 Key 17757	70594	Tigard	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit, pedestrian amenities, street lights	<u>REMOVE PROJECT:</u> The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process.

Project #1 - Key 20481



Metro
 2018-21 Metropolitan Transportation Improvement Program (MTIP)
 Exhibit A to Resolution 19-4993
 PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
 Canceled Project
 3rd Amendment to Project**

Lead Agency: ODOT	Project Type: Highway	ODOT Key: 20481
Project Name: I-405: Fremont (Willamette River) Bridge	ODOT Type: Bridge	MTIP ID: 70973
Short Description: Paint bridge approaches; other section as funding allows.	Capacity Enhancing: No	Status: 0
	Conformity Exempt: Yes	RTP ID: 20481
	On State Hwy Sys: I-405	RFFA ID: N/A
	Mile Post Begin: 3.12	RFFA Cycle: N/A
	Mile Post End: 3.53	UPWP: No
	Length: 0.41	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 2
	Years Active: 1	OTC Approve: No
	Project Status: 0 = No activity as project funding is being de-programmed and transferred to other projects	

Detailed Description: None

STIP Description: Paint bridge approaches; other section as funding allows.

PROJECT FUNDING DETAILS

Fund Type Code	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP-FAST	Z001	2019		\$ 843,783				\$ -
NHPP-FAST	Z001	2019		\$ -				\$ -
NHPP-FAST	Z001	2019					\$ 15,123,326	\$ -
NHPP-FAST	Z001	2019					\$ -	\$ -
							Federal Total:	\$ -
State Funds								
State	Match	2019		\$ 96,575				\$ -
State	Match	2019		\$ -				\$ -
State	Match	2019					\$ 1,730,932	\$ -
State	Match	2019					\$ -	\$ -
							State Total:	\$ -

Local Funds						Local Total	\$	
Phase Totals Before Amend:	\$	-	\$ 940,358	\$	-	\$	-	
Phase Totals After Amend:	\$	-	\$ -	\$	-	\$	-	
Year Of Expenditure (YOE):							\$	-

Notes and Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment de-programs the \$17 million currently programmed and will transfer it to three projects: Transfer \$1,582,100 of the canceled Fremont Bridge project to the Yaquina Bay Bridge project. Transfer \$2,179,980 of the funds from the Fremont Bridge project to the Interstate 84: Interstate 205 to NE 181st Avenue project. Third, transfer remaining \$14,032,536 of the Fremont Bridge funds to the 2020 State Bridge Program. While the pre-amendment funding (at \$17 million) could be used to paint up to five of the east approach ramps, depending on which ramps are chosen, this is a small portion of the entire bridge. Although the paint is nearing the end of its service life, this bridge is not in a salt water environment so the rate of corrosion is low compared with other locations. Due to the area of steel for the main portion of the Fremont Bridge and the fifteen approach ramps, any paint project will need to be completed in stages. However, a project funded at the current level is not efficient. The full project painting will most likely be -re-funded and added to the 2021-2024 STIP. However, for now due to the reasons noted above, the project is being cancelled.

RTP References:

- > RTP ID: Existing MTIP Ref of 20481 - I-405: Fremont (Willamette River) Bridge
- > RTP Description: MTIP Description of - . Paint bridge approaches; other section as funding allows.

Fund Codes:

- > NHPP-FAST = National Highway Performance Program FAST ACT allocation. NHPP funds support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The funds are appropriated directly to ODOT for use on the NHS.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
- > Project is located on the NHS: Yes. The Fremont Bridge is a designated Eisenhower Interstate System route on the NHS.
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: Rachelle Nelson
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #2 - Key 20410

Metro



2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET

Formal Amendment
Scope Change/Cost Increase
 2nd Amendment to Project

Lead Agency: ODOT	Project Type: Highway	ODOT Key: 20410
Project Name: I-84: I-205 - NE 181st Avenue	ODOT Type: O&M	MTIP ID: 70967
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: No	Status: 4
Short Description: On I-84 from I-205 to NE 181st Ave, remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F. (HB2017 Awarded Project, \$3,100,000 awarded funding)	Conformity Exempt: Yes	RTP ID: O&M Grp
	On State Hwy Sys: I-84	RFFA ID: N/A
	Mile Post Begin: 6.90	RFFA Cycle: N/A
	Mile Post End: 12.52	UPWP: No
	Length: 5.62	UPWP Cycle: N/A
	1st Year Program'd: 2019	Past Amend: 1
	Years Active: 1	OTC Approval: Yes

Detailed Description: In Northeastern Portland on I-84 from I-205 to 181st Ave (MP 6.90 to 12.52), remove and replace asphalt surface to repair rutted pavement. **Repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F)**. (HB2017 Awarded Project, \$3,100,000 awarded funding)

STIP Description: Remove and replace asphalt surface to repair rutted pavement. Repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F).

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP-FAST	Z001	2019		\$ 448,650				\$ -
ADVCON	ACP0	2019		\$ 479,083				\$ 479,083
ADVCON	ACP0	2020					\$ 2,858,820	\$ -
ADVCON	ACP0	2020					\$ 4,851,215	\$ 4,851,215
								\$ -
							Federal Totals:	\$ 5,330,298
Federal Fund Obligations:			PE ADVCON fed share = 92.22%	\$ 461,100				Fed Aid ID S002(234)
EA Number:				PE003083				
Initial Obligation Date:				2/20/2019				

State Funds								
State	Match	2019		\$ 51,350				\$ -
State	Match	2019		\$ 40,417				\$ 40,417
State	Match	2020					\$ 241,180	\$ -
State	Match	2020					\$ 409,265	\$ 409,265
								\$ -
							State Total:	\$ 449,682
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								
Local Funds								
								\$ -
								\$ -
								\$ -
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ 500,000	\$ -	\$ -	\$ 3,100,000	\$ 3,600,000		
Phase Totals After Amend:	\$ -	\$ 519,500	\$ -	\$ -	\$ 5,260,480	\$ 5,779,980		
							Year Of Expenditure (YOE):	\$ 5,779,980

Notes and Changes:

Red font = prior amended funding or project details. Blue font = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle). As currently approved, this project will remove and replace five and a half miles of rutted pavement on I-84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project. The ODOT Bridge program has approved funding to repair the driving surface of these bridges. OTC approval also was required with approval occurring during their May 2019 meeting. The project still remains as an overall non-capacity rehabilitation improvement. There is no change to the project's exemption or non-capacity status. The PE phase was obligated under the general "Advance Construction" fund type code for expenditure flexibility among other available federal funds managed by ODOT.

RTP References:

- > RTP ID: Metro Approved November 27 , 2018 RTP O&M Letter of approved Project Grouping buckets - Highway Pavement Maintenance
- > RTP Description: Various Locations - Pavement rehabilitation/repair projects include overlays, slurry seals, full pavement replacement, and other minor roadway improvements (curb and gutters, adding/widening shoulders).

Fund Codes:

- > NHPP-FAST = National Highway Performance Program FAST ACT allocation. NHPP funds support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The funds are appropriated directly to ODOT for use on the NHS.
- ADVCON = Federal Advanced Construction fund code. This is a general placeholder used to allow the project phase to obligated as a federal phase. The State provides the initial expenditure of funds to cover the phase expenses until FHWA and ODOT determine the final federal color of funds to be applied to the project.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Safety, Pavement resurfacing and/or rehabilitation.
- > Project is located on the NHS: Yes. I-84 is located on the Eisenhower Interstate System on the NHS
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: Rachelle Nelson
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #3 - Key 20471

Metro



2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-49XX

PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
Cost Decrease/Scope Change
2nd Amendment to Project**

Lead Agency: ODOT		Project Type:	O&M	ODOT Key:	20471
Project Name: OR99W: Tualatin River Northbound Bridge		ODOT Type:	Bridge	MTIP ID:	70999
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).		Capacity Enhancing:	No	Status:	4
Short Description: On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).		Conformity Exempt:	Yes	RTP ID:	O&M Grp
		On State Hwy Sys:	OR99W	RFFA ID:	N/A
		Mile Post Begin:	12.14	RFFA Cycle:	N/A
		Mile Post End:	12.23	UPWP:	No
		Length:	0.09	UPWP Cycle:	N/A
		1st Year Program'd:	2018	Past Amend:	1
		Years Active:	2	OTC Approval:	Yes

Detailed Description: On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).

STIP Description: Replace the current structural overlay. Region

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
NHPP-FAST	Z001	2018		\$ 169,141				\$ 169,141
ADVCON	ACP0	2018		\$ 406,477				\$ 406,477
ADVCON	ACP0	2020					\$ 1,079,362	\$ -
ADVCON	ACP0	2020					\$ -	\$ -
								\$ -
							Federal Totals:	\$ 575,618
Federal Fund Obligations:			Federal-Aid ID S091(089)	\$ 169,141				
EA Number:				PE002902				
Initial Obligation Date:				2/6/2018				

State Funds									
State	Match	2018		\$	19,359			\$	19,359
State	Match	2018		\$	46,523			\$	46,523
State	Match	2020						\$ 123,538	\$ -
State	Match	2020						\$ -	\$ -
								\$ -	\$ -
								State Total:	\$ 65,882
State Fund Obligations:									
EA Number:									
Initial Obligation Date:									
Local Funds									
								\$	-
								\$	-
								Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$ 188,500	\$	-	\$	-	\$ 1,202,900	\$ 1,391,400
Phase Totals After Amend:	\$	-	\$ 641,500	\$	-	\$	-	\$ -	\$ 641,500
								Year Of Expenditure (YOE):	\$ 641,500

Notes and Changes

Red font = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment de-programs the construction phase planned for 2020 and shifts \$453,000 to the PE phase to support a funding shortfall in the PE phase. Construction phase fund de-programming (\$746,877) is being transferred to Key 20485, NW Forest Lane over I-84 (which is outside of the MPO boundary) and not included as part of this amendment bundle. The design will be outsourced, which will add to the cost. Also, the load rating needs to be updated as part of the design process, and the bridge will likely require strengthening to be able to remain unrestricted for all legal and permit loads. The original estimate did not account for the costs associated with these elements. The remaining \$3,023 from the construction phase will be transferred to the State Bridge Program. The decision has been made to cancel the construction phase of the project, shifting funds to PE to fully fund it as a shelf ready project. Construction funding will be added back at a later time.

RTP References:

- > RTP ID: Metro Approved November 27 , 2018 RTP O&M Letter of approved Project Grouping buckets - Bridge Rehabilitation & Repair
- > RTP Description: Various Locations - Projects to repair/rehabilitate bridges.

Fund Codes:

- > NHPP-FAST = National Highway Performance Program FAST ACT allocation. NHPP funds support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. The funds are appropriated directly to ODOT for use on the NHS.
- ADVCON = Federal Advanced Construction fund code. This is a general placeholder used to allow the project phase to obligated as a federal phase. The State provides the initial expenditure of funds to cover the phase expenses until FHWA and ODOT determine the final federal color of funds to be applied to the project.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Pavement resurfacing and/or rehabilitation.
- > Project is located on the NHS: Yes. OR99W is identified as an "Other NHS Route" on the NHS System
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: Rachelle Nelson
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #4 - Key 21283

Metro



2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
Cost Increase/Phase Slip
1st Amendment to Project**

Lead Agency: Portland	Project Type: O&M	ODOT Key: 21283
Project Name: NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)	ODOT Type: Bridge	MTIP ID: 71054
Project Status: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.)	Capacity Enhancing: No	Status: 2
Short Description: On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist	Conformity Exempt: Yes	RTP ID: O&M Grp
	On State Hwy Sys: No	RFFA ID: N/A
	Mile Post Begin: N/A	RFFA Cycle: N/A
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2020	Past Amend: 0
	Years Active: 1	OTC Approval: Yes

Detailed Description: None

STIP Description: Install protective screening on bridge.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
ADVCON	ACP0	2020		\$ 40,378				\$ -
ADVCON	ACP0	2020		\$ 193,025				\$ 193,025
ADVCON	ACP0	2020				\$ 183,946		\$ -
ADVCON	ACP0	2021				\$ 1,764,205		\$ 1,764,205
								\$ -
							Federal Totals:	\$ 1,957,230
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								

State Funds									
State	Match	2020		\$	4,622				
State	Match	2020		\$	22,093			\$	22,093
State	Match	2020						\$ 21,053	
State	Match	2021						\$ 201,921	\$ 201,921
								State Total:	\$ 224,014
State Fund Obligations:									
EA Number:									
Initial Obligation Date:									
Local Funds									
								\$	-
								\$	-
								Local Total	\$ -
Phase Totals Before Amend:			\$ -	\$ 197,647	\$ -	\$ -	\$ 204,999	\$ 402,646	
Phase Totals After Amend:			\$ -	\$ 215,118	\$ -	\$ -	\$ 1,966,126	\$ 2,181,244	
									Year Of Expenditure (YOE): \$ 2,181,244

Notes and Changes:

Red font = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment adds funding to the Preliminary Engineering and construction phases from the funding pot supporting bridge protective screening. The City of Portland provided an updated estimate from the project. This estimate includes the handling and disposal of lead paint; the need for railroad flagging due to the close proximity to the Union Pacific Railroad right-of-way; and coordination needed for multiple partial closures of I-84 to complete the project. In addition, there are aesthetic considerations due to the bridge being in a special local zoning district. The project funding is being increased based on this estimate. The ODOT Bridge program has approved additional funding to address these elements. The construction year also has been moved out to 2021 based on the expected time to complete the PE phase.

RTP References:

- > RTP ID: Metro Approved November 27 , 2018 RTP O&M Letter of approved Project Grouping buckets - Safety & Operations Projects
- > RTP Description: Various Locations - Eligible safety and operational improvements for this project grouping may include the following:(1) Highway crossings improvements, (2) Roadway safety (non-capacity repairs/rehabilitation), (3) Landslides/rock falls mitigation, and (4) Illumination/Signals, ITS

Fund Codes:

- > ADVCON = Federal Advanced Construction fund code. This is a general placeholder used to allow the project phase to obligated as a federal phase. The State provides the initial expenditure of funds to cover the phase expenses until FHWA and ODOT determine the final federal color of funds to be applied to the project.
- > State = General state agency funds provided by the lead agency (ODOT) in support of the required match to the federal funds.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Projects that correct, improve, or eliminate a hazardous location or feature.
- > Project is located on the NHS: No
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact:
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #5 - Key 20811

Metro



2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET

**Formal Amendment
Remove Project
1st Amendment to Project**

Lead Agency: Tigard	Project Type: Capital	ODOT Key: 20811
Project Name: SW Wall St Extension to SW Tech Center Dr (Hunziker)	ODOT Type: Modern	MTIP ID: 70888
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: Yes	Status: 4
	Conformity Exempt: No	RTP ID: 11995
Short Description: This project will connect Tigard's Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.	On State Hwy Sys: No	RFFA ID: 50309
	Mile Post Begin: N/A	RFFA Cycle: 2019-21
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2017	Past Amend: 0
	Years Active: 3	OTC Approval: No

Detailed Description: Project completes the road connection for freight and commercial vehicles to route around overloaded Hunziker Rd/72nd Ave and

STIP Description: Project completes a road connection for freight and commercial vehicles to route around the overloaded Hunziker Road / 72nd Ave and OR217 intersections in Tigard.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local	N/A	2017			\$ 144,984		\$ -	
Local	N/A	2019	\$ 27,985				\$ -	
TriMet-GF	N/A	2019	\$ 244,506				\$ -	
Local	N/A	2021				\$ 421,424	\$ -	
TriMet-GF	N/A	2021				\$ 1,486,010	\$ -	
							\$ -	
							Local Total	\$ -
Phase Totals Before Amend:	\$ -	\$ 272,491	\$ 144,984	\$ -	\$ 1,907,434	\$ 2,324,909		
Phase Totals After Amend:	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
							Year Of Expenditure (YOE):	\$ -

Notes and Changes:

Red font = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment removes the project from the MTIP and STIP. The project originally is a 2019-21 RFFA federal awarded project. The project was deemed an appropriate candidate to de-federalize without impacting the project delivery.

A fund swap between Metro and TriMet occurred. The project has become completely locally funded. Metro has developed a separate local IGA with Tigard to complete the project. Although it is locally funded, project oversight administration still falls to ODOT as a project identified in the STIP. By removing the project from the MTIP and STIP, ODOT will avoid potential oversight criticism.

Metro will monitor project delivery like other federal projects awarded Metro funding. The local funds committed to the project remain awarded to the project and will be used to deliver the scope of work for the project. Added note: The project is considered capacity enhancing. As a RFFA awarded project, required air conformity analysis was completed as part of the 2018 RTP with a reconfirmation through the 2018-2021 MTIP Update. There is no conformity issue present as a result of the project removal from the MTIP.

RTP References:

- > RTP ID: 11995 - Wall St (Hunziker to Tech Center)
- > RTP Description: Construct new street with sidewalks and bike lanes from Hunziker Road (along Wall Street) to Tech Center Drive to improve freight access and connectivity to Tigard Triangle.

Fund Codes:

- > Local = General local funds committed to the project. These funds often are used as the required match to federal or state award funds which require a local match.
- > TriMet-GF = Local TriMet General Funds. Through an agreement between Metro and TriMet, some projects are determined to be a good candidate for de-federalization. With the finished agreement with TriMet, Metro can swap-out the federal funds with TriMet for local funds. The fund code TriMet-GF represent these locally swapped funds from TriMet.

Amendment Review and Development Personnel:

- > Exemption Status: Project is not exempt and is considered capacity enhancing.
- > Project is located on the NHS: No
- > ODOT LAL: Not Applicable: N/A
- > Project Manager or Agency Contact: N/A
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Project #6 - Key 17757

Metro

2018-21 Metropolitan Transportation Improvement Program (MTIP)

Exhibit A to Resolution 19-4993

PROJECT AMENDMENT DETAIL WORKSHEET



**Formal Amendment
Remove Project
7th Amendment to Project**

Lead Agency: Tigard	Project Type: Active	ODOT Key: 17757
Project Name: Main St Ph2: Rail Corridor-Scoffins	ODOT Type: BikPed	MTIP ID: 70594
Project Status: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%,90% design activities initiated).	Capacity Enhancing: No	Status: 4
Short Description: Green street retrofit, pedestrian amenities, street lights	Conformity Exempt: Yes	RTP ID: 10760
	On State Hwy Sys: No	RFFA ID: GS6050
	Mile Post Begin: N/A	RFFA Cycle: 2008-11
	Mile Post End: N/A	UPWP: No
	Length: N/A	UPWP Cycle: N/A
	1st Year Program'd: 2013	Past Amend: 6
	Years Active: 7	OTC Approval: No

Detailed Description: None

STIP Description: Green Street retrofit, pedestrian amenities and street lights.

PROJECT FUNDING DETAILS

Fund Type	Fund Code	Year	Planning	Preliminary Engineering	Right of Way	Other (Utility Relocation)	Construction	Total
Federal Funds								
								\$ -
								\$ -
							Federal Totals:	\$ -
Federal Fund Obligations:								
EA Number:								
Initial Obligation Date:								
State Funds								
								\$ -
								\$ -
							State Total:	\$ -
State Fund Obligations:								
EA Number:								
Initial Obligation Date:								

Local Funds								
Local		2019	\$	445,782			\$ -	
Local		2019			\$	167,168	\$ -	
Local		2019				\$	1,612,050	
							\$ -	
							Local Total	\$ -
Phase Totals Before Amend:	\$	-	\$ 445,782	\$ 167,168	\$	-	\$ 1,612,050	\$ 2,225,000
Phase Totals After Amend:	\$	-	\$ -	\$ -	\$	-	\$ -	\$ -
							Year Of Expenditure (YOE):	\$ -

Notes and Changes

Red font = prior amended funding or project details. **Blue font** = amended changes to funding or project details. Black font indicates no change has occurred.

Amendment Summary:

The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. However, even as a locally funded project listed in the STIP, possible oversight issues with ODOT may exist. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process. The approved funding remains committed to the project. However, its removal eliminates the oversight conflicts with ODOT.

RTP References:

- > RTP ID:10760 - Tigard Town Center Pedestrian Improvements
- > RTP Description: Improve sidewalks, lighting, crossings, bus shelters and benches throughout the Town Center including: Highway 99W, Hall Blvd, Main Street, and neighborhood streets.

Fund Codes:

- > Local = General local funds committed to the project. These funds often are used as the required match to federal or state award funds which require a local match.

Amendment Review and Development Personnel:

- > Exemption Status: Exempt project per 40 CFR 93.126, Table 2 - Air Quality - Pedestrian and Bicycle facilities
- > Project is located on the NHS: No
- > ODOT LAL: Not Applicable.
- > Project Manager or Agency Contact: N/A
- > Metro MTIP Programming Manager: Ken Lobeck.
- > ODOT Region 1 STIP Coordinator: Gabriela Garcia

Memo



Date: Thursday, May 30, 2019
 To: Metro Council and Interested Parties
 From: Ken Lobeck, Funding Programs Lead, 503-797-1785
 Subject: May 2019 MTIP Formal Amendment plus Approval Request of Resolution 19-4993

STAFF REPORT

FOR THE PURPOSE OF ADDING OR AMENDING EXISTING PROJECTS TO THE 2018-21 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM INVOLVING 6 PROJECTS IMPACTING ODOT, PORTLAND AND TIGARD (AP19-09-MAY)

BACKGROUND

What This Is:

The May 2019 Formal Metropolitan Transportation Improvement Program (MTIP) Amendment bundle (for FFY 2019) contains required changes and updates impacting ODOT, Portland, and Tigard. Six projects comprise the amendment bundle.

What is the requested action?

JPACT requests Metro Council approve the May 2019 formal amendment and Resolution 19-4993 allowing six projects to be amended correctly into the 2018 MTIP with final approval to occur from USDOT.

Note: Amendment approval recommendation modification may be required pending guidance from FHWA from the results of the STIP Re-balancing Amendment currently in development. See the Supplemental Guidance section after the project tables.

The summary of the six projects is shown in the below table:

Proposed May 2019 Formal Amendment Bundle Amendment Type: Formal/Full Amendment #: AP19-09-MAY Total Number of Projects: 6					
ODOT Key #	MTIP ID #	Lead Agency	Project Name	Project Description	Description of Changes
Project #1 Key 20481	70973	ODOT	I-405: Fremont (Willamette River) Bridge	Paint bridge approaches; other section as funding allows.	CANCELLED PROJECT: Project funding by approved OTC action is being de-programmed and transferred among three other projects. Existing funding was sufficient to cover only five of fifteen approach ramps. However, a partial project was deemed inefficient. Full project funding mostly will return as part of the next STIP (2021-24)

Project #2 Key 20410	70967	ODOT	I-84: I-205 – NE 181 st Ave	On I-84 from I-205 to NE 181st Ave , remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F. (HB2017 Awarded Project, \$3,100,000 awarded funding)	SCOPE CHANGE/COST INCREASE: The formal amendment adds rehab/repair of four additional bridges within the project limits. The additional needed funding originates from Key 20481 (I-405 Fremont Bridge) transfer and cancellation as noted for Key 20481 (in this amendment bundle). The ODOT Bridge program has approved funding to repair the driving surface of these bridges. OTC approval also was required with approval occurring during their May 2019 meeting
Project #3 Key 20471	70999	ODOT	OR99W: Tualatin River Northbound Bridge	On OR99W near King City, replace the current structural overlay (HB2017 Awarded Project, \$1,202,900 Original Award).	COST DECREASE/SCOPE CHANGE: The formal amendment de-programs the construction phase planned for 2020 and shifts \$453,000 to the PE phase to support a funding shortfall in the PE phase. Construction phase fund de-programming (\$746,877) is being transferred to Key 20485, NW Forest Lane over I-84 (which is outside of the MPO boundary) and not included as part of this amendment bundle. The remaining \$3,023 from the construction phase will be transferred to the State Bridge Program
Project #4 Key 21283	71054	Portland	NE 12th Ave Over I- 84 & Union Pacific RR Bridge (Portland)	On NE 12th Ave over I- 84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist	COST INCREASE/PHASE SLIP: The formal amendment adds funding to the Preliminary Engineering and construction phases from the funding pot supporting bridge protective screening. The ODOT Bridge program has approved additional funding to address these elements. The construction year also has been moved out to 2021 based on the expected time to complete the PE phase
Project #5 Key 20811	70888	Tigard	SW Wall St Extension to SW Tech Center Dr (Hunziker)	This project will connect Tigard's Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road.	REMOVE PROJECT: The formal amendment removes the project from the MTIP and STIP. The project originally is a 2019-21 RFFA federal awarded project. The project was deemed an appropriate candidate to de-federalize without impacting the project delivery. Metro will monitor project delivery like other federal projects awarded Metro funding.
Project #6 Key 17757	70594	Tigard	Main St Ph2: Rail Corridor-Scoffins	Green street retrofit, pedestrian amenities, street lights	REMOVE PROJECT: The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process.

Supplement Guidance as of May 6, 2019: Impact of ODOT's STIP Re-balancing Effort.

As of May 13, 2019: FHWA has not yet provided direction to remove the four ODOT projects as discussed below. Therefore, the original approval recommendation for all six project stands as submitted.

Subsequent to the submission of the six projects (four from ODOT) included in draft Resolution 19-4993, ODOT notified Metro that a statewide action has commenced to "Re-balance" the 2018-21 STIP". The re-balancing effort is a kind way of stating there is insufficient committed funding to support all programmed ODOT projects in the approved STIP. Technically, the MTIP and STIP are no longer fiscally constrained resulting in a fiscal constraint violation. ODOT has notified FHWA of the STIP funding shortfall and is currently working with FHWA to make the required adjustments. Since ODOT self-identified this issue FHWA is not considering a STIP and MTIP suspension due to the fiscal constraint violation.

The STIP re-balancing effort requires each ODOT Region and program area to review and assess their STIP projects to update project and phase costs, determine which projects can and should progress towards construction or required phase obligation, and which projects can be delayed and pushed out into the next STIP cycle. The four ODOT bridge projects included within draft Resolution 19-4893 represent a microcosm of the entire STIP re-balancing effort. Key 20481, I-405 Fremont Bridge's funding is being cannibalized to salvage and support other bridge and interstate projects including the I-84 – I-205 to 181st pavement rehabilitation project also part of this amendment bundle to now include repair work to four identified bridges as part of the adjusted scope of work.

How We Got Here:

The federal fiscal year third quarter (April – June) normally is the time when projects are reassessed and properly positioned to obligate their federal funds to initiate Preliminary Engineering (PE), Right-of-Way (ROW), Utility Relocation (UR), and/or the Construction phase. About 10-20% of the updated projects are determined not ready to move forward for various reasons and their current year project phase will be slipped to the federal fiscal year. This provides additional funding to support other projects with a phase funding shortfall to keep them on schedule.

During this year's final assessment review to determine phase obligation readiness levels, many projects were identified with phase funding shortfalls especially for their construction phases. These funding shortfalls have gone well beyond the normal 10% to 15% range with the shortfalls in excess of 25% and above for the construction phase as an example. While project managers include cost increase contingency funding for the project, the cost increases have well exceeded their estimates. Two primary reasons have been cited for this:

- **The Hot Economy:** The building and construction industry is still considered "hot" resulting in short-term inflationary cost increases on transportation projects. This has resulted in construction bids for major capital projects coming in above 30% of the project engineer's estimate. Some of the construction bid estimates have come in well over 50% of the engineer's estimate further exacerbating the funding shortfalls.
- **Project Scoping Issues:** As projects work through the National Environmental Protection Act (NEPA), they include the identification of required scope of work activities and the projection of cost estimates to assist in developing the final design and scope elements for the project. This portion of the federal delivery process is often simply referred to project

development activities. The intent of project development is to identify the estimated project scope of work, potential barriers to delivery, possible mitigation requirements to offset delivery barriers, offer alternatives in alignment and construction, and determine project phase costs for delivery that can be five to six years in the future. Unfortunately, the project scoping/project development efforts applied to current ODOT STIP projects has not resulted in accurate cost estimates or complete scope of work requirements for numerous projects.

Added note: The project scoping issues ODOT is currently facing also is being experienced by the Metro funded project lead agencies as well. The project scoping issue is not limited to ODOT projects and is a statewide issue. As a result of this ongoing issue, the ODOT Certified User Group (CUG) has been attempting to properly diagnosis the scoping problem for the last two years and provide appropriate corrections to improve project development and scoping efforts for improved cost methodology results.

Due to the scope issues and cost increases facing many ODOT funded STIP projects, ODOT has called for a STIP re-balancing effort in order to salvage as many as many projects as projects in order for them to be ready to obligate their federal phase funds and implement their next appropriate project phase before the end of the federal fiscal year. The STIP re-balancing assessment and review is expected to be completed by early June 2019. Metro will then be advised by ODOT and FHWA of the next steps to complete the required project amendments.

What this means for the May 2019 Formal Amendment Bundle in draft Resolution 19-4993:

FHWA is still working through the review and assessment to determine allowable amendment process deviations. Metro expects FHWA's guidance by June 2019. If the number of project changes are as high as forecasted (e.g. potentially 100 projects or more for Region 1), then FHWA may grant a one-time deviation to process the project adjustments administratively to ensure projects still will be able to obligate their federal funds. However, FHWA still may require a full public notification/30- day public comment period to be included. The level of documentation required to justify each project amendment also is expected to be reduced with the standard documentation and narratives waived as an amendment requirement. At present, no final decisions have been made.

As a result of the developing STIP Re-balancing Amendment, the four ODOT projects (Keys 20481, 20410, 20471, and 21283) included in the May Formal MTIP Amendment bundle may be withdrawn and added into the final STIP Re-balancing Amendment package. However, if the re-balancing effort takes longer than expected, the four projects will process as submitted for Metro Council approval on May 30, 2019 and then be sent on to ODOT and USDOT for final approval.

With the situation still murky, ODOT and FHWA requested Metro to continue processing the full amendment as submitted until additional guidance is provided which is hopefully before JPACT meets. If requested to withdraw the four ODOT projects, the final May 2019 Formal MTIP amendment will consist only of the two project removals for the city of Tigard. Resolution 19-4993 will be adjusted to reflect the change as well. As of May 6, 2019, staff guidance to JPACT is to:

1. Continue to process and recommend approval to Metro Council for the full six-project amendment bundle in AP19-09-MAY as currently written and approved by TPAC.
2. Understand that as of May 16, 2019, (or before the proposed amendment approval by Metro Council on My 30, 2019), FHWA may provide amendment change direction to remove the four ODOT four projects from the May 2019 Formal MTIP Amendment Bundle and include

them in the final STIP Re-Balancing Amendment. The direction to Metro will include additional processing procedural requirements to complete the STIP Re-balancing Amendment based on special one-time deviation procedures.

3. Understand that due to the STIP Re-balancing Amendment now in development, ODOT will not send the projects identified in the May 2019 Formal Amendment Bundle to OTC, but will include them as part of the final STIP Re-Balancing Amendment when presented to OTC.
4. If removed, recommend approval then only for the two included Tigard project and just all required amendment documentation accordingly.
5. Finish processing the STIP Re-Balancing Amendment per guidance and direction from FHWA.

A detailed summary of the amended projects is provided in the tables on the following pages.

Project 1:		I-405: Fremont (Willamette River) Bridge Cancelled Project	
Lead Agency:	ODOT		
ODOT Key Number:	20481	MTIP ID Number:	70973
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: Paint bridge approaches; other section as funding allows. • Source: Existing MTIP project • Funding: FHWA National Highway Performance Program (NHPP-FAST) appropriated to ODOT from the FAST Act • Type: Bridge • Location: In Portland at the Fremont Bridge at the Willamete River • Cross Streets: Approximately between I-405 split at NW Savier St west to I-5 interchange at about N Stanton St • Mile Post Limits: 3.12 to 3.53 = 0.41 miles • Current Status Code: 6 to 0 = By OTC approval, project funding is being de-programmed and transferred among three other projects • STIP Amendment Number: 18-21-2415 • MTIP Amendment Number: AP19-09-MAY 		
What is changing?	<p>AMENDMENT ACTION: CANCEL PROJECT</p> <p>The existing approved funding for Key 20481 is being cancelled and re-programmed among two other ODOT projects. One is outside of Region 1 and includes Key 20109 (Yaquina Bay Bridge). The second project is the I-84: I-205 to NE 181st Ave project in Key 204810 and is included in this amendment bundle. The remaining funding is being transferred to the 2020 State Bridge Program. The summary of the reprogramming is as follows:</p> <ul style="list-style-type: none"> • Transfer \$1,582,100 of the canceled Fremont Bridge project to the Yaquina Bay Bridge project. • Transfer \$2,179,980 of the funds from the Fremont Bridge project to the Interstate 84: Interstate 205 to NE 181st Avenue project. • Transfer remaining \$14,032,536 of the Fremont Bridge funds to the 2020 state bridge program. 		

Project	Current	Proposed
US101: Yaquina Bay Bridge	\$24,667,900	\$26,250,000
I-84: I-205 – NE 181 st Ave	\$3,600,000	\$5,779,980
I-405: Fremont (Willamette River) Bridge	\$17,794,616	\$0
State bridge program – federal fiscal year 2020	1,729,403	\$15,761,939
TOTAL	\$47,791,919	\$47,791,919

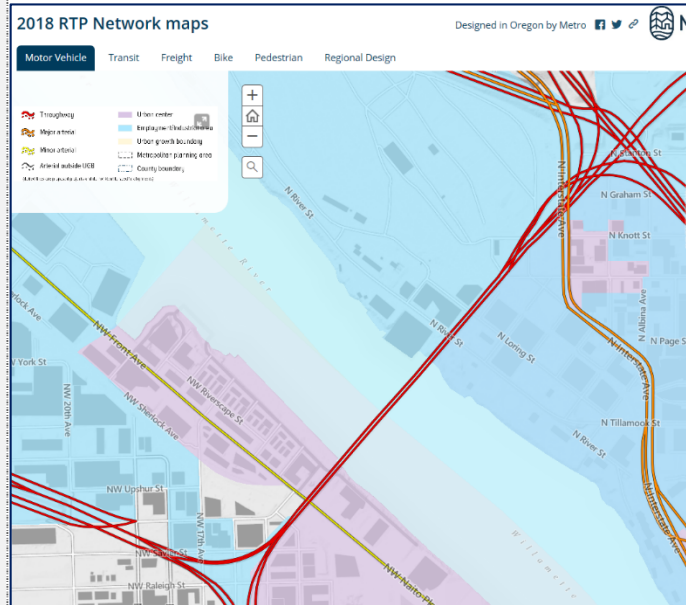
As a result of the de-programming and fund transfers, Key 20481 is cancelled from the MTIP.

Cited from the OTC Staff Report

Background – project to be canceled

Interstate 405: Fremont (Willamette River) Bridge:

The Interstate 405: Fremont (Willamette River) Bridge was built in 1973. This bridge is 2154 feet long and carries 130,000 vehicles daily on eight lanes. There are eight ramps on the east approach to the bridge, and seven ramps on the west approach.



The paint on this bridge has been in service for 46 years and is nearing the end of its service life. There are numerous areas where the paint is peeling and there are some areas that are in the early stages of corrosion. The funding that was originally allocated to this project was intended to paint the eight ramps on the east approach. In January 2018, funds totaling \$3,060,275 were moved to

Additional Details:

another project in Southern Oregon so that project could be awarded. In January 2019, funds totaling \$10,000,000 were moved to the Major Bridge Maintenance program, so that major bridges in the Portland Metropolitan area, and other bridges statewide, could be strengthened.



While the remaining funding could be used to paint up to five of the east approach ramps, depending on which ramps are chosen, this is a small portion of the entire bridge. Although the paint is nearing the end of its service life, this bridge is not in a salt water environment so the rate of corrosion is low compared with other locations. Due to the area of steel for

the main portion of the Fremont Bridge and the fifteen approach ramps, any paint

project will need to be completed in stages. However, a project funded at the current level is not efficient.

Background – projects to be increased

U.S. 101: Yaquina Bay Bridge – Key 20109:

The U.S. 101: Yaquina Bay Bridge (Newport, Oregon) was built in 1936 and is listed on the National Register. The concrete approach spans have a corrosion control system installed that is near the end of its useful life and should be removed so that a new coating and power supply and control system can be installed.



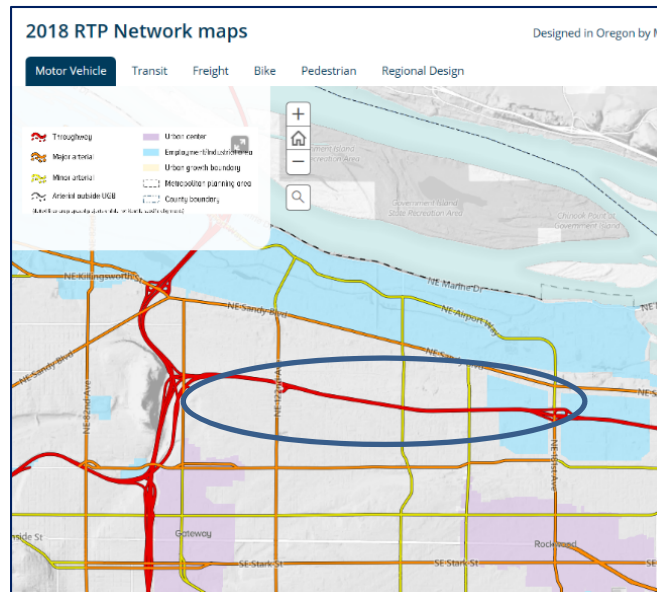
There are fifteen approach spans on the southern portion of this bridge, including five arch spans. The history of funding for this project is that a portion of the funds needed to address the corrosion control on the southern

spans was split from another project to enable some work to be done. House Bill 2017 funding was added so that the entire southern approach could be addressed in one project.

There are five concrete spans on the northern approach that have the same need for a new cathodic protection system as the southern approach. Adding the northern approach to the current project will be more efficient than having a separate future contract that is just for the northern approach.

Interstate 84: Interstate 205 to NE 181st Avenue:

The construction phase of this project was added using House Bill 2017 funding.



The Interstate 84: Interstate 205 to NE 181st Avenue project will remove and replace five and a half miles of rutted pavement on Interstate 84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project. Adding the repair of the driving surface of these bridges to this project creates funding efficiencies and will

allow those traveling this section a smoother, safer driving experience.

Clarifying note: Cathodic protection (CP) is a technique used to control the corrosion of a metal surface by making it the cathode of an electrochemical cell. A simple method of protection connects the metal to be protected to a more easily corroded "sacrificial metal" to act as the anode. Cathodic protection systems protect a wide range of metallic structures in various environments. Common applications are: steel

	<i>water or fuel pipelines and steel storage tanks such as home water heaters; steel pier piles; ship and boat hulls; offshore oil platforms and onshore oil well casings; offshore wind farm foundations and metal reinforcement bars in concrete buildings and structures. Another common application is in galvanized steel, in which a sacrificial coating of zinc on steel parts protects them from rust.</i>
Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, new projects being added to or cancelled from the MTIP require a formal/full amendment.
Total Programmed Amount:	The total project programming amount decreases from \$17,794, 616 to \$0
Added Notes:	The project was first amended last January when \$10 million of programmed funding was transferred to the State Bridge Program for maintenance needs.

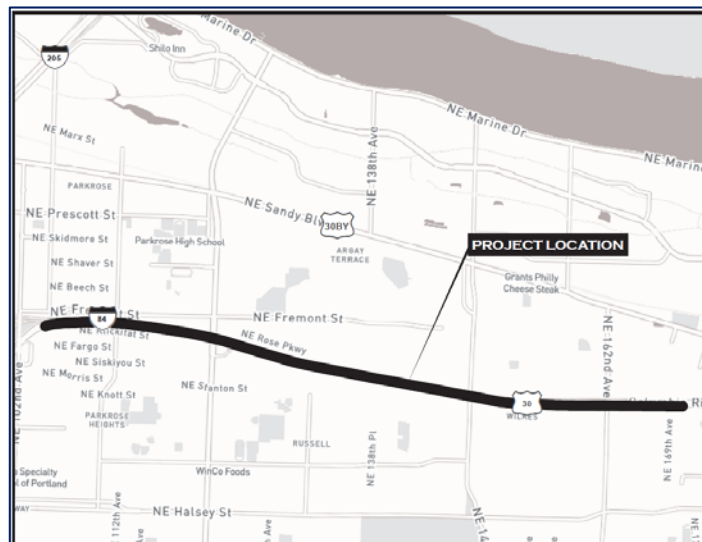
Project 2:	I-84: I-205 – NE 181st Ave		
Lead Agency:	ODOT		
ODOT Key Number:	20410	MTIP ID Number:	70967
Projects Description:	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: On I-84 from I-205 to NE 181st Ave, remove and replace asphalt surface to repair rutted pavement & repair the driving surface of four bridges (#07088A, #07044A, #07043A and #13514F). Source: Existing MTIP project. Funding: HB2017 original award of \$3.1 million plus expected NHPP-FAST, but programmed using Advance Construction fund type code for flexibility. Type: Highway. Location: On I-84 between I-205 and 181st Ave in northeastern Portland. Cross Streets: Overall - approximately between I-205 & 181st Ave with added bridge locations at bridges: <ul style="list-style-type: none"> #7088A (MP 12.12 to 12.14) #07044A (MP 11.41 to 11.45) #07043A (MP 10.06 to 10.10) #13514F (MP 6.90 to 7.00) Overall Mile Post Limits: 6.90 to 12.52 = 5.62 miles Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: 18-21-2415 MTIP Amendment Number: AP19-09-MAY 		
What is changing?	<p>AMENDMENT ACTION: SCOPE CHANGE/COST INCREASE</p> <p>Rehabilitation/repair work to four additional bridge is being added to the over project limits and scope of work for the project. The project remains a non-capacity enhancing pavement rehabilitation project now with non-capacity bridge repair scope elements.</p> <p>As currently approved, this project will remove and replace five and a half miles of rutted pavement on I-84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project.</p>		



The construction phase of this project was added using House Bill 2017 funding. The Interstate 84: Interstate 205 to NE 181st Avenue project will remove and replace five and a half miles of rutted pavement on Interstate 84. There are four bridges that have worn concrete driving surfaces within the limits of this project. Adding the repair of the driving surface of these bridges to this project creates funding efficiencies and will allow those traveling this section a smoother, safer driving experience.

The required added funding is being re-programmed from Key 20481 (I-405 – Fremont Bridge) which is being cancelled as part of this amendment bundle.

Additional Details:



Why a Formal amendment is required?

Per the FHWA/FTA/ODOT/MPO Amendment Matrix, one million dollar or greater projects with amendments involving a significant scope adjustment where resulting in a funding change is greater than 20% require a formal/full amendment. The net cost increase to the project is \$2,179,980 which equal a 60.5% cost increase to the project and is above the 20% threshold.

Total Programmed Amount:	The total project programming amount increases from \$3,600,000 to \$5,779,980
Added Notes:	OTC approval was required as part of this amendment and occurred during their May 2019 meeting.

Project 3: OR99W: Tualatin River Northbound Bridge

Lead Agency:	ODOT		
ODOT Key Number:	20471	MTIP ID Number:	70999

Projects Description:

Project Snapshot:

- Proposed improvements: Replace the current structural overlay
- Source: Existing MTIP project.
- Funding: HB2017 awarded project \$1.2 million original award. Project federalized with NHPP replacing HB2017 for PE phase.
- Type: Highway.
- Location: On OR99W south of King City over the Tualatin River NB bridge
- Cross Streets: between SW Versailles Rd south to SW Hazelbrook Rd
- Overall Mile Post Limits: 12.14 to 12.23 = 0.09 miles
- Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated).
- STIP Amendment Number: 18-21-2408
- MTIP Amendment Number: AP19-09-MAY

What is changing?

NB traffic on OR99W over the Tualatin River



AMENDMENT ACTION: COST DECREASE/SCOPE CHANGE

OR99W: Tualatin River northbound bridge (KN 20471)			
PHASE	YEAR	COST	
		Current	Proposed
Preliminary Engineering	2018	\$188,500	\$641,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,202,900	\$0
TOTAL		\$1,391,400	\$641,500

The formal amendment cancels the construction phase and shifts \$453,000 to the PE phase to address a PE phase funding shortfall. Construction phase funding of \$746,877 is transferred to Key 20485. The additional PE funding addresses a current PE phase that is underfunded. The design will be outsourced, which will add to the cost. Also, the load

rating needs to be updated as part of the design process, and the bridge will likely require strengthening to be able to remain unrestricted for all legal and permit loads. The original estimate did not account for the costs associated with these elements. Funding for construction phase will return at a later date.

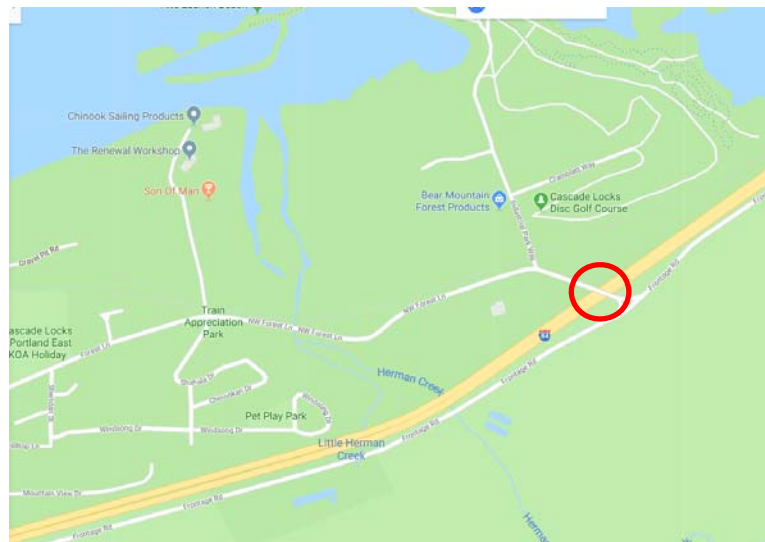
Name: I-84: NW Forest Lane over I-84						Key: 20485	
Description: Increase vertical clearance by 4 inches.						Region: 1	
MPO: Non-MPO			Work Type: BRIDGE				
Applicant: ODOT			Status: PROJECT SCHEDULED FOR CONSTRUCTION				
Location(s)-							
Mileposts	Length	Route	Highway	ACT	County(s)		
46.33 to 46.37	0.04	I-84	COLUMBIA RIVER	REGION 1 ACT	HOOD RIVER		
Current Project Estimate							
	Planning	Prelim. Engineering	Right of Way	Utility Relocation	Construction	Other	Project Total
Year	2019				2021		
Total		\$261,000.00			\$1,170,123.00		\$1,431,123.00
Fund 1		Z001 \$240,694.20			Z001 \$1,079,087.43		
Match		\$20,305.80			\$91,035.57		
Footnote:							


Interstate 84: NW Forest Lane over Interstate 84

The Interstate 84: NW Forest Lane over Interstate 84 bridge was built in 1965. It has the lowest clearance of any Interstate 84 overpass from Interstate 205 to Interstate 82. This project will increase the vertical clearance for this portion of Interstate 84 by 5 inches in the eastbound direction and by 4 inches in the westbound direction. If more clearance can be gained without an unreasonable increase in cost, then more clearance will be provided. This will help in the long term effort to improve vertical clearance on Interstate 84. Increasing vertical clearance on the interstates improves safety since large loads do not have to travel on two-lane highways. Also, detours are minimized, which is especially important in winter when detour routes can require traveling through mountainous regions.

Additional Details:

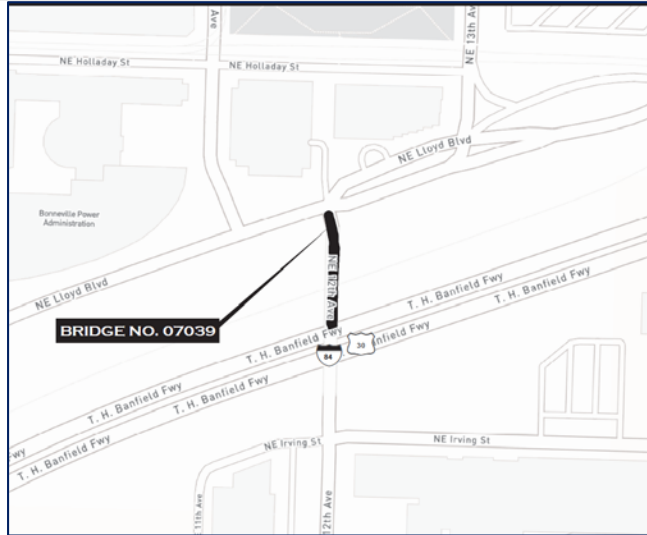
The design for this project will be completed by consultants, which will increase the cost of the project. This was not accounted for in the original estimate. The increase in construction and in construction engineering, due to inflation and market values, was also not accounted for in the original estimate.




	 <table border="1" data-bbox="474 611 1417 816"> <thead> <tr> <th colspan="4">I-84: NW Forest Lane over I-84 (KN 20485)</th> </tr> <tr> <th rowspan="2">PHASE</th> <th rowspan="2">YEAR</th> <th colspan="2">COST</th> </tr> <tr> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Preliminary Engineering</td> <td>2019</td> <td>\$261,000</td> <td>\$696,000</td> </tr> <tr> <td>Right of Way</td> <td>N/A</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Utility Relocation</td> <td>N/A</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>Construction</td> <td>2021</td> <td>\$1,170,123</td> <td>\$1,482,000</td> </tr> <tr> <td colspan="2" style="text-align: right;">TOTAL</td> <td>\$1,431,123</td> <td>\$2,178,000</td> </tr> </tbody> </table> <p data-bbox="457 850 1398 911">The third impact of the construction phase de-programming and transfer results in the Return of \$3,023 freed up to the state bridge program.</p>	I-84: NW Forest Lane over I-84 (KN 20485)				PHASE	YEAR	COST		Current	Proposed	Preliminary Engineering	2019	\$261,000	\$696,000	Right of Way	N/A	\$0	\$0	Utility Relocation	N/A	\$0	\$0	Construction	2021	\$1,170,123	\$1,482,000	TOTAL		\$1,431,123	\$2,178,000
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<p>Total Programmed Amount:</p>	<p>The total project programming amount decreases from \$1,391,400 to \$641,500</p>																														
<p>Added Notes:</p>	<p>OTC approval was required as part of this amendment and occurred during their May 2019 meeting.</p>																														

<p>Project 4:</p>	<p>NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)</p>		
<p>Lead Agency:</p>	<p>ODOT</p>		
<p>ODOT Key Number:</p>	<p>21283</p>	<p>MTIP ID Number:</p>	<p>71054</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: On NE 12th Ave over I-84, construct protective fencing for the 12th Ave bridge to provide safety to the traveling motorist • Source: Existing MTIP project. • Funding: Federal Advance Construction fund type code committed to the project as a placeholder until the final federal fund are committed to the project • Type: Local Road. • Location: • Overall Mile Post Limits: N/A • Current Status Code: 2 = Pre-design/project development activities (pre-NEPA) (ITS = ConOps.) • STIP Amendment Number: 18-21-2407 • MTIP Amendment Number: AP19-09-MAY 		

<p>What is changing?</p>	<p>AMENDMENT ACTION: COST INCREASE/PHASE SLIP</p> <p>Additional approved funding from the Bridge Program is being added to the project’s PE and Construction phases to address the updated cost estimate for the project. The Construction phase also is being slipped to 2021.</p> <p>The required added funding originates from the Bridge Overpass Protective Screening FY 2020 funding pot and the FY 2021 funding allocation as follows:</p> <ul style="list-style-type: none"> • Transfer \$431,244 from the bridge overpass protective screening federal fiscal year 2020 funds. • Transfer \$1,500,000 from the bridge overpass protective screening federal fiscal year 2021 funds. <table border="1"> <thead> <tr> <th>Project</th> <th>Current</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>NE 12th Ave over I-84 & Union Pacific RR bridge (Portland)</td> <td>\$250,000</td> <td>\$2,181,244</td> </tr> <tr> <td>Bridge overpass protective screening FFY2020</td> <td>\$614,916</td> <td>\$183,672</td> </tr> <tr> <td>Bridge overpass protective screening FFY 2021</td> <td>\$1,500,000</td> <td>\$0</td> </tr> <tr> <td>TOTAL</td> <td>\$2,364,916</td> <td>\$2,364,916</td> </tr> </tbody> </table>	Project	Current	Proposed	NE 12 th Ave over I-84 & Union Pacific RR bridge (Portland)	\$250,000	\$2,181,244	Bridge overpass protective screening FFY2020	\$614,916	\$183,672	Bridge overpass protective screening FFY 2021	\$1,500,000	\$0	TOTAL	\$2,364,916	\$2,364,916
Project	Current	Proposed														
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Bridge overpass protective screening FFY 2021	\$1,500,000	\$0														
TOTAL	\$2,364,916	\$2,364,916														
<p>Additional Details:</p>	<p>Oregon Revised Statute (ORS) 366.462 requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This ORS also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.</p> <p>In December 2017, the OTC approved funding to add protective screening to the NE 12th Ave over I-84 & Union Pacific RR Bridge, (Bridge 07039), which is owned by the City of Portland. On March 15, 2019, an updated project estimate was provided by the City of Portland. This estimate includes the handling and disposal of lead paint; the need for railroad flagging due to the close proximity to the Union Pacific Railroad right-of-way, and coordination needed for multiple partial closures of Interstate 84 to complete the project. Installing the protective screen is complicated by the bridge being over 100 years old, and there are additional aesthetic considerations due to it being in a special local zoning district.</p> <p>As a result of the updated cost estimate and project review, the construction phase is being slipped from 2020 to 2021 as part of this amendment. The PE phase is expected to begin by FFY 2020.</p>															



	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, projects costing up to \$500,000 involving an amendment with a significant funding change greater than 50% require a formal/full amendment. The net cost increase to the project is \$1,778,598 which equal a 441% cost increase to the project and is above the 50% threshold.</p>
<p>Total Programmed Amount:</p>	<p>The total project programming amount increases from \$402,646 to \$2,181,244</p>
<p>Added Notes:</p>	<p>OTC approval was required as part of this amendment and occurred during their May 2019 meeting.</p>

<p>Project 5:</p>	<p>SW Wall St Extension to SW Tech Center Dr (Hunziker)</p>		
<p>Lead Agency:</p>	<p>Tigard</p>		
<p>ODOT Key Number:</p>	<p>20811</p>	<p>MTIP ID Number:</p>	<p>70888</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> • Proposed improvements: This project will connect Tigard’s Tech Center Drive to SW Wall Street with more than 3,500 feet of new public road. • Funding: 2019-21 Regional Flexible Funds Allocation (RFFA) awarded project. Federal funds swapped out with local funds de-federalizing the project. The source of local funds is from TriMet. • Type: Capital improvement. • Location: In the city of Tigard north of the I-5/OR217 split and south of SW Hunziker Rd on SW Wall St • Cross Streets: Between SW Hall Blvd and SW 72nd Ave on SW Wall Street connecting to SW Tech Center Drive • Overall Mile Post Limits: N/A. Local arterial • Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). • STIP Amendment Number: TBD • MTIP Amendment Number: AP19-09-MAY 		
<p>What is changing?</p>	<p>AMENDMENT ACTION: REMOVE PROJECT</p> <p>The formal amendment removes the project from the MTIP and STIP.</p>		

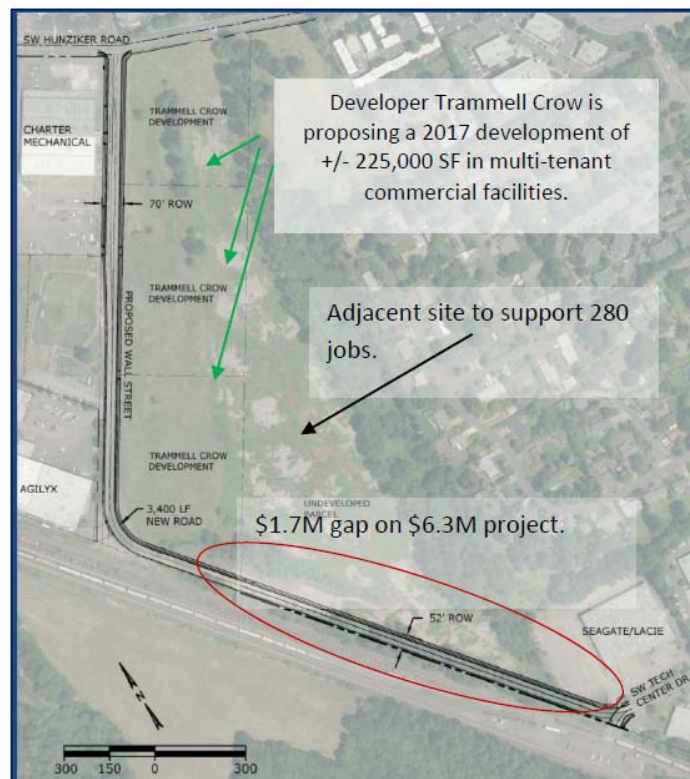
The project originally is a 2019-21 RFFA federal awarded project. The project was deemed an appropriate candidate to de-federalize without impacting the project delivery.

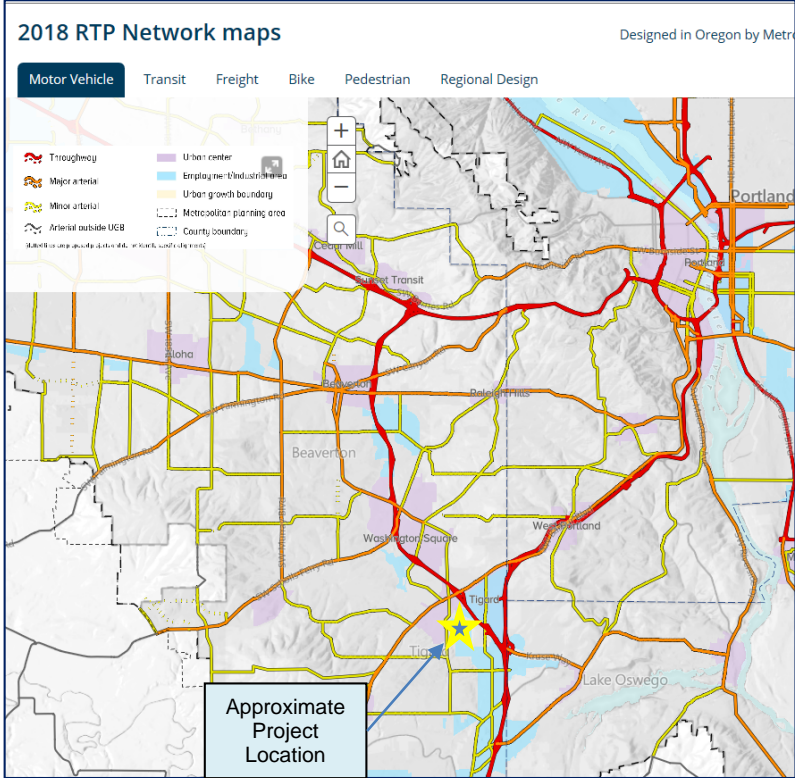
A fund swap between Metro and TriMet occurred. The project has become completely locally funded. Metro has developed a separate local IGA with Tigard to complete the project. Although it is locally funded, project oversight administration still falls to ODOT as a project identified in the STIP. By removing the project from the MTIP and STIP, the ODOT will avoid potential oversight criticism.

Metro will monitor project delivery like other federal projects awarded Metro funding. The local funds committed to the project remain awarded to the project and will be used to deliver the scope of work for the project. Added note: The project is considered capacity enhancing. As a RFFA awarded project, required air conformity analysis was completed as part of the 2018 RTP with a reconfirmation through the 2018-2021 MTIP Update. There is no conformity issue present as a result of the project removal from the MTIP.

The project will complete the SW wall St extension road providing a gap closure from existing SW Wall street to SW Tech Center Dr.

Additional Details:



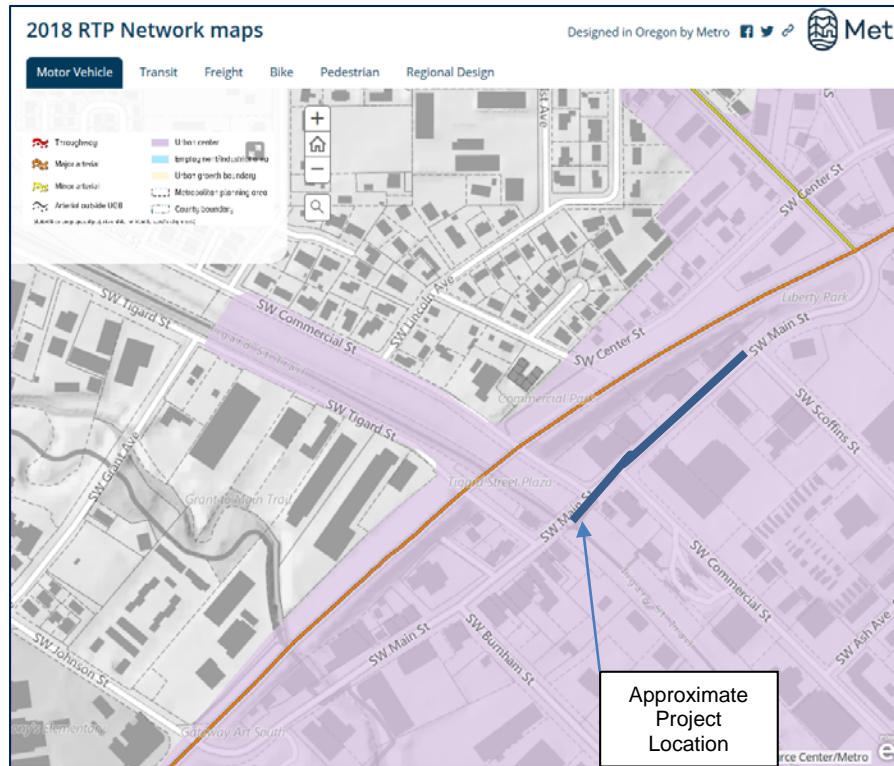
	
<p>Why a Formal amendment is required?</p>	<p>Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP requires a full/Formal Amendment</p>
<p>Total Programmed Amount:</p>	<p>The total MTIP project programming amount decreases from \$2,324,909 to \$0. However, all awarded local funds still are committed to the project for delivery purposes.</p>
<p>Added Notes:</p>	<p>The required local IGA between Metro and Tigard has been completed,</p>

<p>Project 6:</p>	<p>Main St Ph2: Rail Corridor-Scoffins</p>	
<p>Lead Agency:</p>	<p>Tigard</p>	
<p>ODOT Key Number:</p>	<p>17757</p>	<p>MTIP ID Number: 70594</p>
<p>Projects Description:</p>	<p>Project Snapshot:</p> <ul style="list-style-type: none"> Proposed improvements: Active transportation/green street retrofit, pedestrian amenities, street lights Source: Existing MTIP project. Funding: Prior Metro Regional Flexible Funds Allocation (RFFA) grant award. The federal funds were swapped out with local funds from another RFFA awarded Tigard project to help expedite delivery of the Main St project Type: Active Transportation/Green Streets project Location: In Tigard on Main Street Cross Streets: Between the rail corridor east to SW Scoffins St Overall Mile Post Limits: N/A Current Status Code: 4 = (PS&E) Planning Specifications, & Estimates (final design 30%, 60%, 90% design activities initiated). STIP Amendment Number: TBD MTIP Amendment Number: AP19-09-MAY 	

AMENDMENT ACTION: REMOVE PROJECT

The formal amendment removes the project from the MTIP and STIP. The project is a RFFA federally awarded project that has been de-federalized for expedited project delivery. Local funds from another Tigard project were exchanged for the federal funds previously. However, even as a locally funded project listed in the STIP, possible oversight issues with ODOT may exist. Therefore, the project is being removed from the MTIP and STIP. Metro maintains a separate IGA with Tigard for the delivery of this project. Metro will monitor delivery separately from the usual federal transportation project delivery process. The approved funding remains committed to the project. However, its removal eliminates the oversight conflicts with ODOT.

What is changing?



Main Street in Tigard looking west from near the SW Scoffins St intersection

Additional Details:



Why a Formal amendment is required?	Per the FHWA/FTA/ODOT/MPO Amendment Matrix, adding or removing a project from the MTIP and STIP requires a formal amendment
Total Programmed Amount:	The total project programming amount decreases from \$2,225,000 to \$0
Added Notes:	

Note: The Amendment Matrix located below is included as a reference for the rules and justifications governing Formal Amendments and Administrative Modifications to the MTIP that the MPOs and ODOT must follow.

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 and is considered a transportation project
 - Identified as a regionally significant project.
 - Identified on and impacts Metro transportation modeling networks.
 - Requires any sort of federal approvals which the MTIP is involved.
- 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 the 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 project – is identified in the approved Metro modeling network

ODOT-FTA-FHWA Amendment Matrix
Type of Change
FULL AMENDMENTS
1. Adding or cancelling a federally funded, and regionally significant project to the STIP and state funded projects which will potentially be federalized
2. Major change in project scope. Major scope change includes: <ul style="list-style-type: none"> • Change in project termini - greater than .25 mile in any direction • Changes to the approved environmental footprint • Impacts to AQ conformity • Adding capacity per FHWA Standards • Adding or deleting worktype
3. Changes in Fiscal Constraint by the following criteria: <ul style="list-style-type: none"> • FHWA project cost increase/decrease: <ul style="list-style-type: none"> • Projects under \$500K – increase/decrease over 50% • Projects \$500K to \$1M – increase/decrease over 30% • Projects \$1M and over – increase/decrease over 20% • All FTA project changes – increase/decrease over 30%
4. Adding an emergency relief permanent repair project that involves substantial change in function and location.
ADMINISTRATIVE/TECHNICAL ADJUSTMENTS
1. Advancing or Slipping an approved project/phase within the current STIP (If slipping outside current STIP, see Full Amendments #2)
2. Adding or deleting any phase (except CN) of an approved project below Full Amendment #3
3. Combining two or more approved projects into one or splitting an approved project into two or more, or splitting part of an approved project to a new one.
4. Splitting a new project out of an approved program-specific pool of funds (but not reserves for future projects) or adding funds to an existing project from a bucket or reserve if the project was selected through a specific process (i.e. ARTS, Local Bridge...)
5. Minor technical corrections to make the printed STIP consistent with prior approvals, such as typos or missing data.
6. Changing name of project due to change in scope, combining or splitting of projects, or to better conform to naming convention. (For major change in scope, see Full Amendments #2)
7. Adding a temporary emergency repair and relief project that does not involve substantial change in function and location.

- 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:
 - Does not violate supplemental directive guidance from FHWA/FTA’s approved Amendment Matrix.
 - Adheres to conditions and limitation for completing technical corrections, administrative modifications, or formal amendments in the MTIP.
 - Is eligible for special programming exceptions periodically negotiated with USDOT as well.
 - Programming determined to be reasonable of phase obligation timing and is consistent with project delivery schedule timing.
- MPO responsibilities completion:
 - Completion of the required 30 day Public Notification period:
 - Project monitoring, fund obligations, and expenditure of allocated funds in a timely fashion.
 - 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 May 2019 Formal MTIP amendment will include the following:

<u>Action</u>	<u>Target Date</u>
• Initiate the required 30-day public notification process.....	April 26, 2019
• TPAC notification and approval recommendation.....	May 3 , 2019
• JPACT approval and recommendation to Council.....	May 16, 2019*
• Completion of public notification process.....	May 27, 2019
• Metro Council approval.....	May 30, 2019

Notes:

* Final amendment composition is dependent upon upcoming direction from FHWA concerning the ODOT STIP Re-balancing Amendment processing instructions

USDOT Approval Steps:

<u>Action</u>	<u>Target Date</u>
• Metro development of amendment narrative package	June 3, 2019
• Amendment bundle submission to ODOT for review.....	June 4, 2019
• Submission of the final amendment package to USDOT.....	June 5, 2019
• ODOT clarification and approval.....	Mid/Late June, 2019
• USDOT clarification and final amendment approval.....	Late June, 2019

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 19-4993 as originally submitted with all six projects with the understanding that FHWA may direct a change in the final amendment bundle composition as described in this staff report.

- JPACT approval date: May 30, 2019
- TPAC approval date: May 3, 2019

Attachments:

1. Project Location Maps
2. OTC Staff Reports

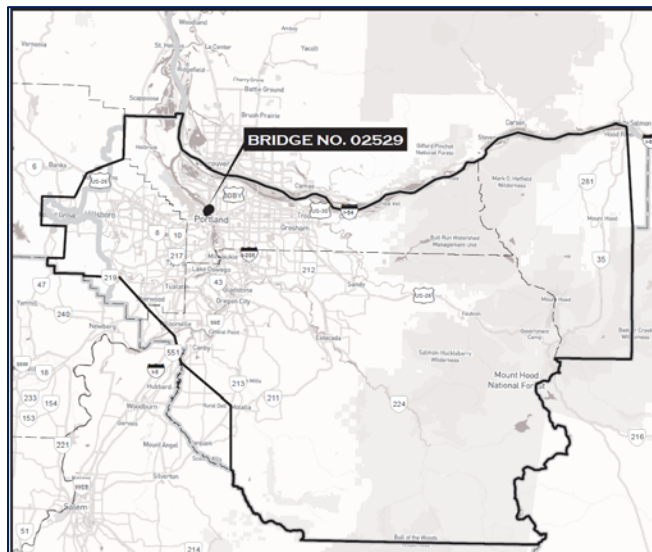
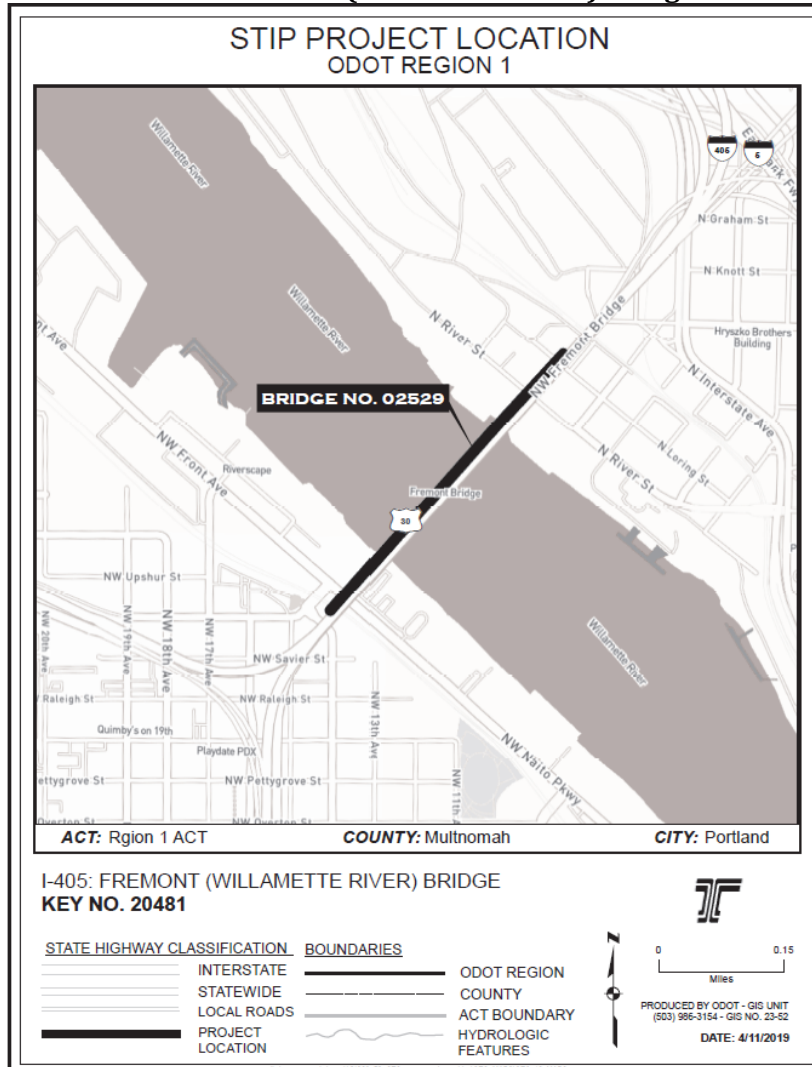
Date: Monday, May 13, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 1 to the May 2019 MTIP Formal Amendment Staff Report – Project Location Maps

BACKGROUND

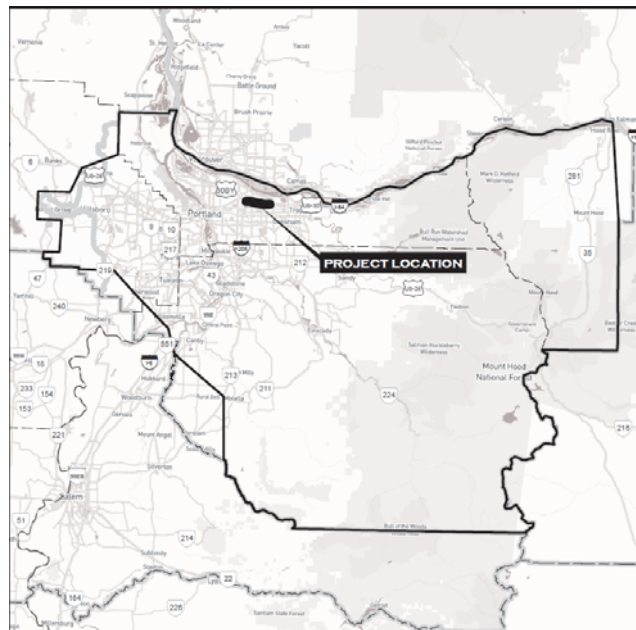
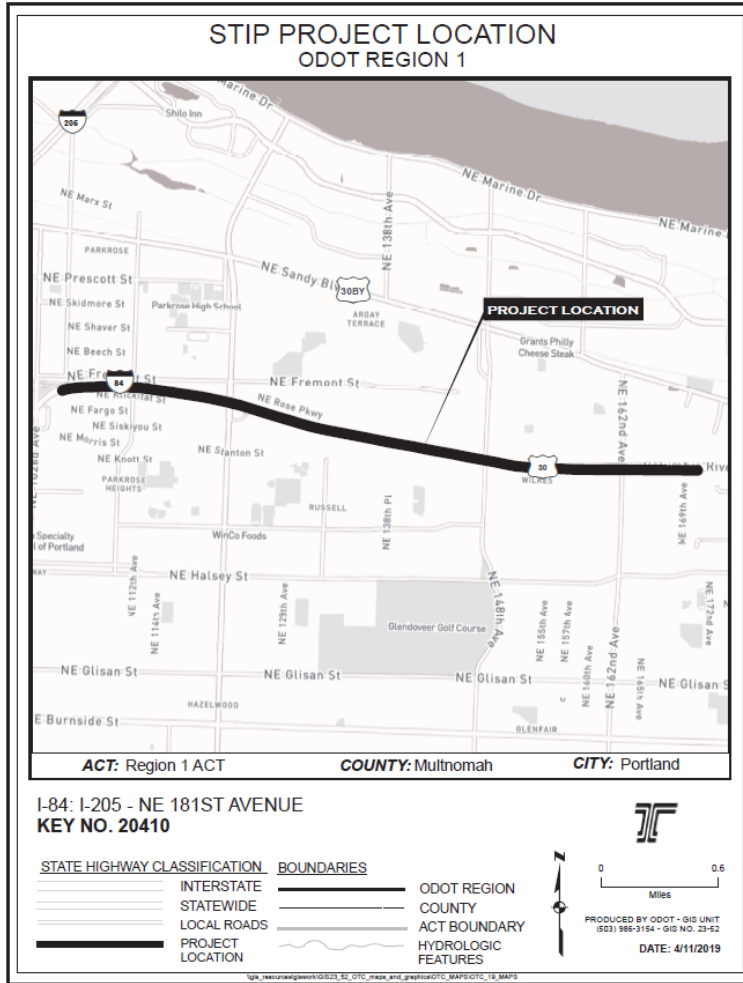
Available project location maps are included for reference to their applicable projects and include:

- Key 20481 - I-405: Fremont (Willamette River) Bridge
- Key 20410 - I-84: I-205 – NE 181st Ave
- Key 20471 - OR99W: Tualatin River Northbound Bridge
- Key 21283 - NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)
- Key 20811- SW Wall St Extension to SW Tech Center Dr (Hunziker)
- Key 17757 - Main St Ph2: Rail Corridor-Scoffins

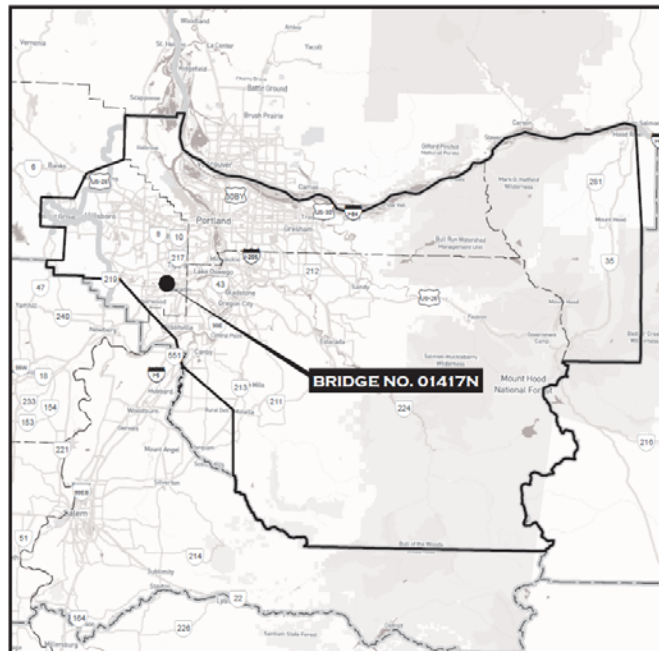
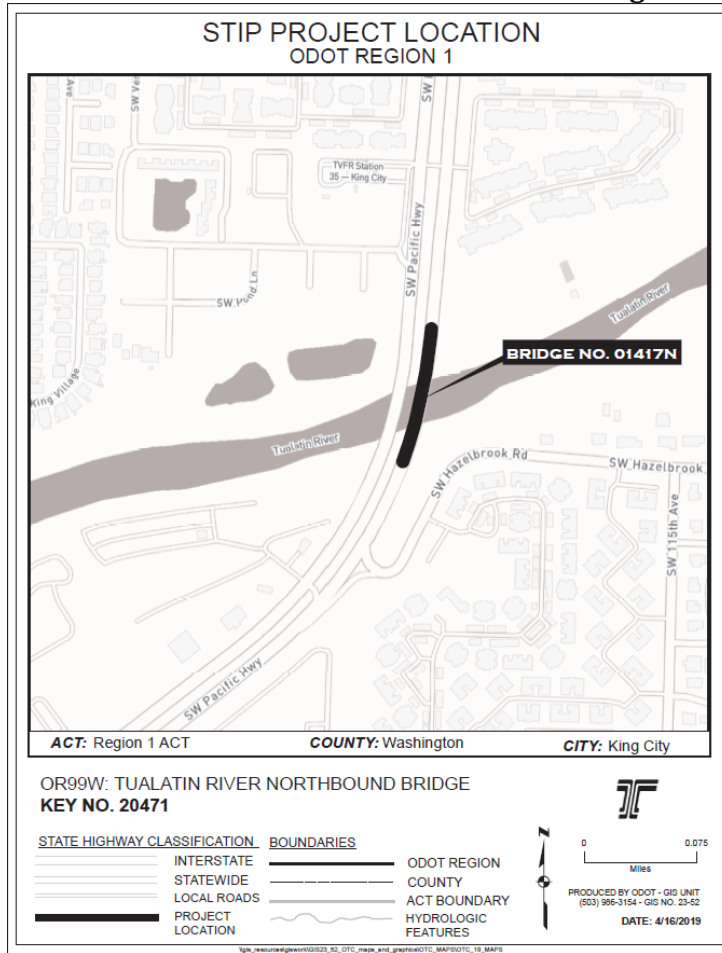
Project #1: Key 20481
I-405: Fremont (Willamette River) Bridge



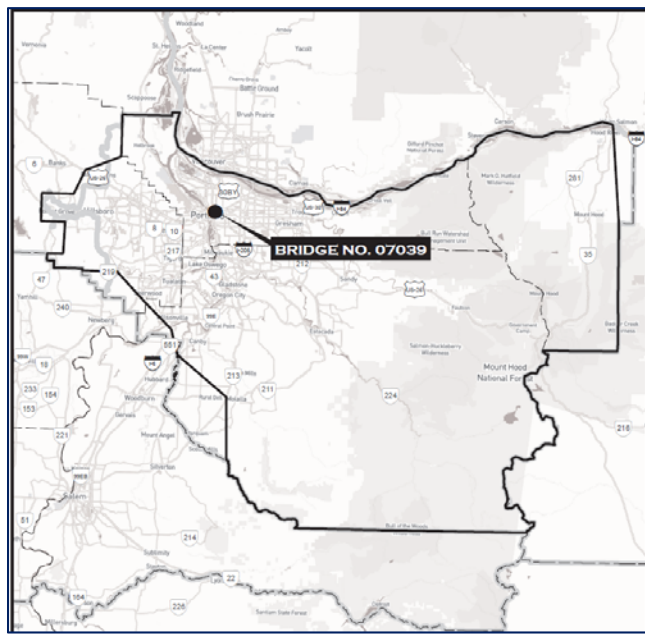
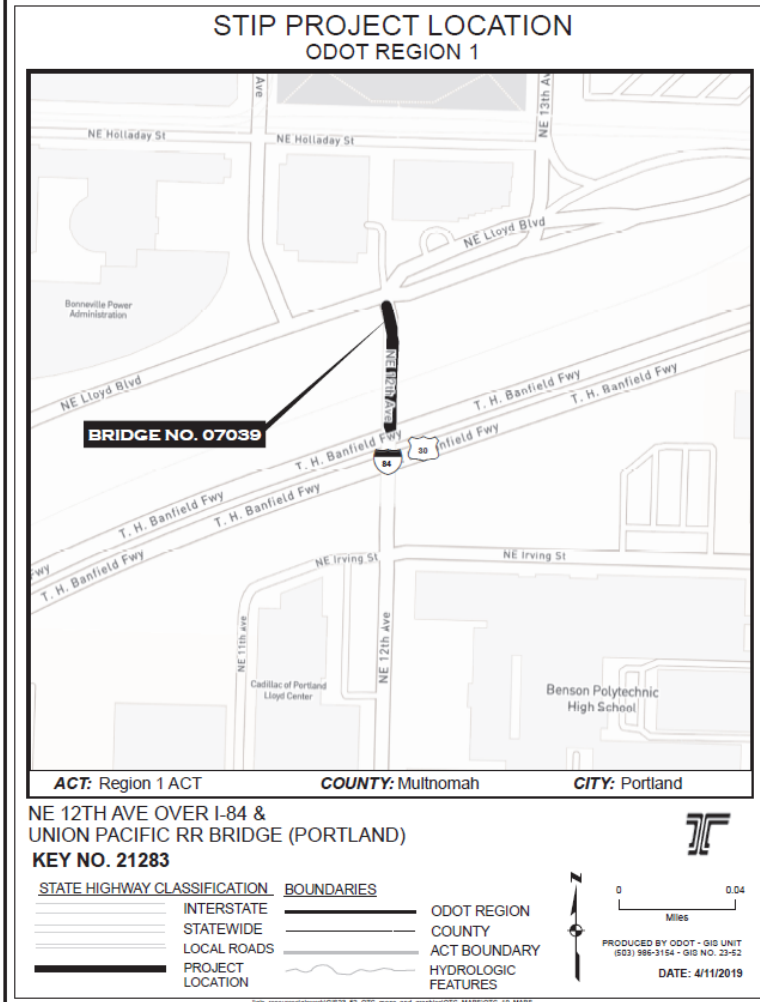
Project #2: Key 20410
I-84: I-205 - NE 181st Ave



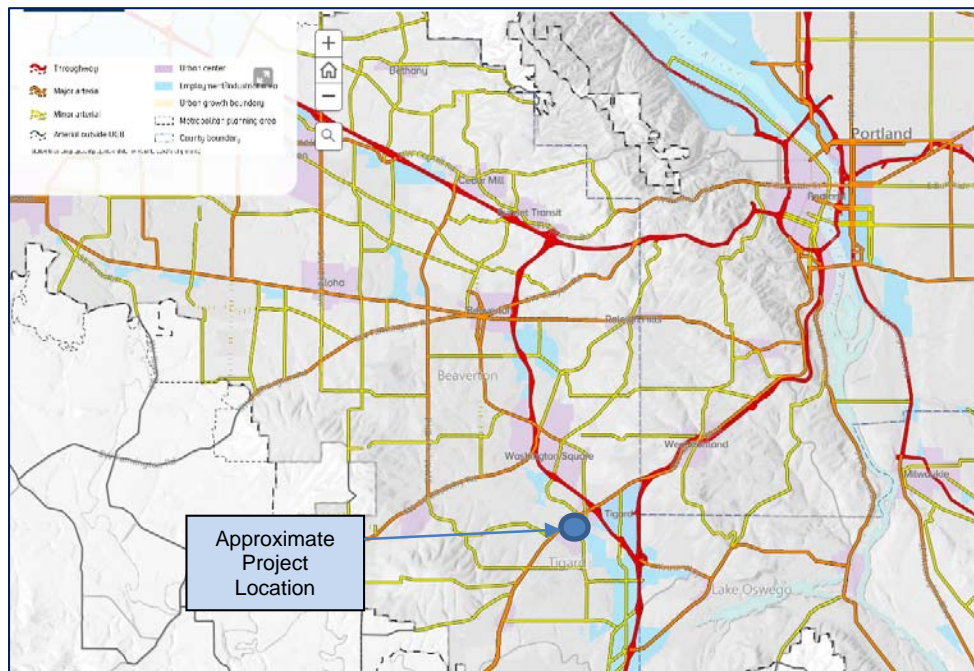
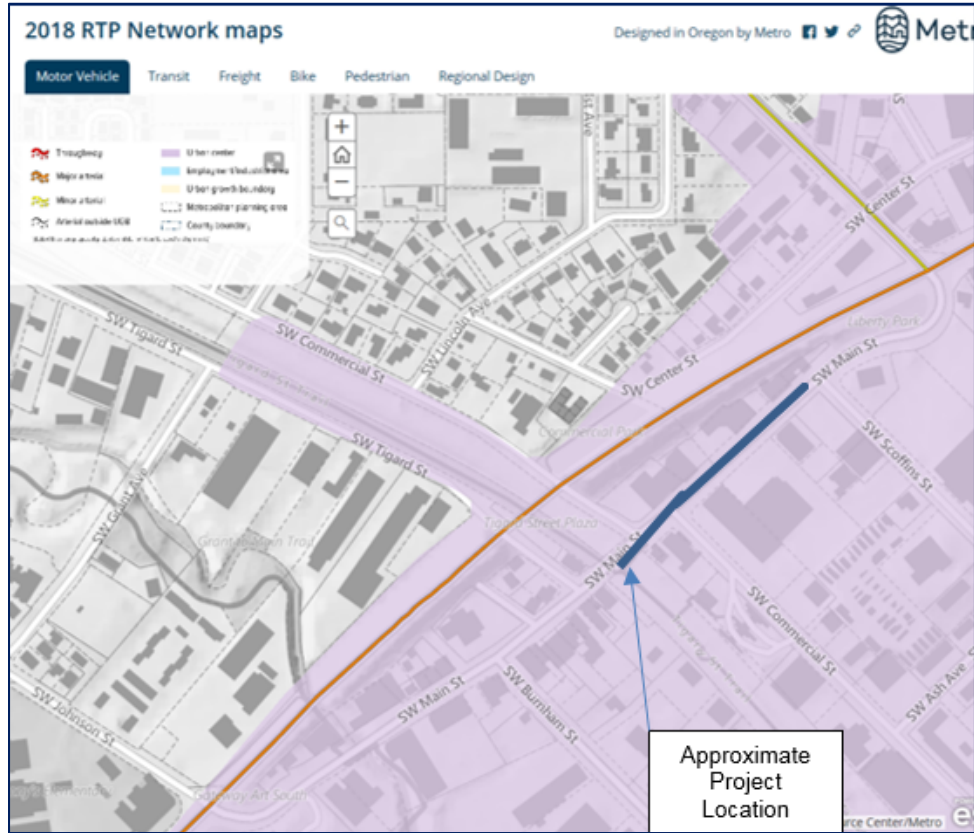
Project #3: Key 20471
OR99W: Tualatin River Northbound Bridge



Project #4: Key 21283
NE 12th Ave over I-84 & Union Pacific RR Bridge (Portland)



Key 17757 Main St Ph2: Rail Corridor-Scoffins



Date: Monday, May 13, 2019
From: Ken Lobeck, Funding Programs Lead, 503-797-1785
Subject: Attachment 2 to the May 2019 MTIP Formal Amendment Staff Report – OTC Staff Reports

BACKGROUND

Applicable Oregon Transportation Commission (OTC) staff reports are included for reference to the following projects:

- Key 20481 - I-405: Fremont (Willamette River) Bridge
- Key 20410 - I-84: I-205 – NE 181st Ave
- Key 20471 - OR99W: Tualatin River Northbound Bridge
- Key 21283 - NE 12th Ave Over I-84 & Union Pacific RR Bridge (Portland)

Projects #1 & 2
Key 20481 - I-405: Fremont (Willamette River) Bridge
Key 20410 - I-84: I-205 – NE 181st Ave



Oregon
 Kate Brown, Governor

Oregon Transportation Commission
 Office of the Director, MS 11
 355 Capitol St NE
 Salem, OR 97301-3871

DATE:

TO: Oregon Transportation Commission

From: Matthew L. Garrett
 Director

SUBJECT: **Consent** - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Yaquina Bay Bridge project; add bridge work and funding to the Interstate 84: Interstate 205 to NE 181st Avenue project; and cancel the Fremont Bridge project.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Yaquina Bay Bridge project in Newport and add bridge work and funding to the Interstate 84: Interstate 205 to NE 181st Avenue project located in both Portland and Gresham. These increases will be funded from the cancellation of the Fremont Bridge project located in Portland.

The cancellation of the Fremont Bridge project frees \$17,794,616 to be redistributed. The Oregon Department of Transportation (ODOT) Bridge Section requests the following:

- Transfer \$1,582,100 of the canceled Fremont Bridge project to the Yaquina Bay Bridge project.
- Transfer \$2,179,980 of the funds from the Fremont Bridge project to the Interstate 84: Interstate 205 to NE 181st Avenue project.
- Transfer remaining \$14,032,536 of the Fremont Bridge funds to the 2020 state bridge program.

Project Funding Summary:

Project	Current	Proposed
US101: <u>Yaquina</u> Bay Bridge	\$24,667,900	\$26,250,000
I-84: I-205 – NE 181 st Ave	\$3,600,000	\$5,779,980
I-405: Fremont (Willamette River) Bridge	\$17,794,616	\$0
State bridge program – federal fiscal year 2020	1,729,403	\$15,761,939
TOTAL	\$47,791,919	\$47,791,919

Projects to be increased:

US101: <u>Yaquina</u> Bay Bridge (KN 20109)				
	CURRENT	PROPOSED	COST	
PHASE	YEAR	YEAR	Current	Proposed
Preliminary Engineering	2017	N/A	\$1,049,900	\$485,000
Right of Way	N/A	N/A	\$0	\$0
Utility Relocation	N/A	N/A	\$0	\$0
Construction	2020	2019	\$23,618,000	\$25,765,000
TOTAL			\$24,667,900	\$26,250,000

Oregon Transportation Commission
 (Add the date the letter is to be signed)
 Page 2

I-84: I-205 – NE 181st Avenue (KN 20410)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$500,000	\$519,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$3,100,000	\$5,260,480
TOTAL		\$3,600,000	\$5,779,980

Project to be cancelled:

I-405: Fremont (Willamette River) Bridge (KN 20481)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$940,358	\$0
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$16,854,258	\$0
TOTAL		\$17,794,616*	\$0

* *The STIP currently shows \$27,794,616, but there is a pending STIP amendment to decrease this project by \$10M.*

Background – projects to be increased:

U.S. 101: Yaquina Bay Bridge

The U.S. 101: Yaquina Bay Bridge was built in 1936 and is listed on the National Register. The concrete approach spans have a corrosion control system installed that is near the end of its useful life and should be removed so that a new coating and power supply and control system can be installed.

There are fifteen approach spans on the southern portion of this bridge, including five arch spans. The history of funding for this project is that a portion of the funds needed to address the corrosion control on the southern spans was split from another project to enable some work to be done. House Bill 2017 funding was added so that the entire southern approach could be addressed in one project.

There are five concrete spans on the northern approach that have the same need for a new cathodic protection system as the southern approach. Adding the northern approach to the current project will be more efficient than having a separate future contract that is just for the northern approach.

If this request is not approved, the project will remain with the current scope and budget. The northern approach spans will have a future project to install a new cathodic protection system.

If approved, this project will continue as scheduled and will add the northern approaches, creating efficiencies in the project delivery for this bridge.

Oregon Transportation Commission
(Add the date the letter is to be signed)
Page 3

Interstate 84: Interstate 205 to NE 181st Avenue

The construction phase of this project was added using House Bill 2017 funding. The Interstate 84: Interstate 205 to NE 181st Avenue project will remove and replace five and a half miles of rutted pavement on Interstate 84, but it does not currently include repairs to the concrete bridge surfaces. There are four bridges that have worn concrete driving surfaces within the limits of this project. Adding the repair of the driving surface of these bridges to this project creates funding efficiencies and will allow those traveling this section a smoother, safer driving experience.

If this request is not approved, the project will continue as programmed, addressing the rutted pavement on Interstate 84. Drivers will have a smooth driving surface where the asphalt was removed and replaced, but will experience concrete bridge driving surfaces that have significant rutting, especially in the middle lane. There may be safety concerns during wet weather as vehicles transition from asphalt with no standing water, to concrete bridge decks with standing water in the ruts.

If approved, this project will address all of the driving surfaces within the project, including the bridges, which translates to a smoother, safer driving experience.

Background – project to be canceled:

Interstate 405: Fremont (Willamette River) Bridge

The Interstate 405: Fremont (Willamette River) Bridge was built in 1973. This bridge is 2154 feet long and carries 130,000 vehicles daily on eight lanes. There are eight ramps on the east approach to the bridge, and seven ramps on the west approach.

The paint on this bridge has been in service for 46 years and is nearing the end of its service life. There are numerous areas where the paint is peeling and there are some areas that are in the early stages of corrosion. The funding that was originally allocated to this project was intended to paint the eight ramps on the east approach. In January 2018, funds totaling \$3,060,275 were moved to another project in Southern Oregon so that project could be awarded. In January 2019, funds totaling \$10,000,000 were moved to the Major Bridge Maintenance program, so that major bridges in the Portland Metropolitan area, and other bridges statewide, could be strengthened.

While the remaining funding could be used to paint up to five of the east approach ramps, depending on which ramps are chosen, this is a small portion of the entire bridge. Although the paint is nearing the end of its service life, this bridge is not in a salt water environment so the rate of corrosion is low compared with other locations. Due to the area of steel for the main portion of the Fremont Bridge and the fifteen approach ramps, any paint project will need to be completed in stages. However, a project funded at the current level is not efficient.

If this request is not approved, the project will remain with the current scope and budget. Up to five of the east approach ramps will be painted.

If approved, this project will be canceled and added a later date.

Attachments:

**Project #3: Key 20471
OR99W: Tualatin River Northbound Bridge**



Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE:

TO: Oregon Transportation Commission

From: Matthew L. Garrett
Director

SUBJECT: Consent - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northwest Forest Lane over Interstate 84 bridge project and cancel the construction phase of the Tualatin River northbound bridge project.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northwest Forest Lane over Interstate 84 bridge project located in Hood River County and cancel the construction phase of the Tualatin River northbound bridge project located in Tualatin. Some of the construction phase funding will be used to increase the preliminary engineering phase of the Tualatin River northbound project.

The cancellation of the construction phase of the Tualatin River northbound bridge project frees \$749,900 to be redistributed. The Oregon Department of Transportation (ODOT) Bridge Section requests the following:

- Transfer \$746,877 of the funding freed up from the cancelation of the construction phase of the Tualatin River northbound bridge project to the Northwest Forest Lane over Interstate 84 bridge project.
- Return the additional \$3,023 freed up from the cancelation of the construction phase of the Tualatin River northbound bridge project to the state bridge program.

Project Funding Summary:

Project	Current	Proposed
I-84: NW Forest Lane over I-84	\$1,431,123	\$2,178,000
OR99W: Tualatin River northbound bridge	\$1,391,400	\$641,500
State bridge program – federal fiscal year 2020	\$1,729,403	\$1,732,426
TOTAL	\$4,551,926	\$4,551,926

Projects to be increased:

I-84: NW Forest Lane over I-84 (KN 20485)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2019	\$261,000	\$696,000
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0

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Construction	2021	\$1,170,123	\$1,482,000
TOTAL		\$1,431,123	\$2,178,000

Project to be reduced:

OR99W: Tualatin River northbound bridge (KN 20471)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2018	\$188,500	\$641,500
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2020	\$1,202,900	\$0
TOTAL		\$1,391,400	\$641,500

Background:

Interstate 84: NW Forest Lane over Interstate 84

The Interstate 84: NW Forest Lane over Interstate 84 bridge was built in 1965. It has the lowest clearance of any Interstate 84 overpass from Interstate 205 to Interstate 82. This project will increase the vertical clearance for this portion of Interstate 84 by 5 inches in the eastbound direction and by 4 inches in the westbound direction. If more clearance can be gained without an unreasonable increase in cost, then more clearance will be provided. This will help in the long term effort to improve vertical clearance on Interstate 84. Increasing vertical clearance on the interstates improves safety since large loads do not have to travel on two-lane highways. Also, detours are minimized, which is especially important in winter when detour routes can require traveling through mountainous regions.

The design for this project will be completed by consultants, which will increase the cost of the project. This was not accounted for in the original estimate. The increase in construction and in construction engineering, due to inflation and market values, was also not accounted for in the original estimate.

If this request is not approved, the project will be under funded and cannot go to construction. In which case there will be a future letter to fully fund the design phase and cancel the construction phase so it can compete for funding in the following STIP.

If approved, this project will continue as programmed, improving the vertical clearance on Interstate 84 as planned.

Oregon 99W: Tualatin River northbound bridge

The Oregon 99W: Tualatin River northbound bridge was built in 1955. The concrete driving surface is thin by modern design standards, and is considered to be a poor design detail. There are areas on the underside of the deck that have cracks; rust staining from the corrosion of the steel reinforcement, and patches to replace missing portions of the original concrete.

Page 3

The thickness of the driving surface was increased by an additional layer of concrete in 1993. The additional concrete that was added is reaching the end of its service life. There are large cracks, and even though the cracks have been sealed, water will penetrate the surface and cause potholes to develop as the additional layer of concrete loses its bond with the original driving surface.

This design will be outsourced, which will add to the cost. Also, the load rating needs to be updated as part of the design process, and the bridge will likely require strengthening to be able to remain unrestricted for all legal and permit loads. The original estimate did not include the costs associated with the outsourced design; the need for an updated load rating, and the strengthening that will likely be required.

If this request is not approved, the project will be under funded and cannot go to construction. In which case, there will be a future letter to cancel the project.

If approved, the construction phase will be added back at a later time and the preliminary engineering phase will continue with load rating and bridge strengthening added.

Attachments:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

<u>Jerri Bohard</u>	<u>Travis Brouwer</u>	Dave Thompson	<u>Bob Gebhardt</u>
<u>McGregor Lynde</u>	Jeff Flowers	<u>Rian Windsheimer</u>	<u>Amanda Sandvig</u>
Arlene Santana	Gabriela Garcia	Talena Adams	Emily Clyburn
John Maher	Bert Hartman	Rachelle Nelson	Paul Scarlett

**Project #4: Key 21283
NE 12th Ave over I-84 & Union Pacific RR Bridge (Portland)**



Oregon
Kate Brown, Governor

Oregon Transportation Commission
Office of the Director, MS 11
355 Capitol St NE
Salem, OR 97301-3871

DATE:

TO: Oregon Transportation Commission

From: Matthew L. Garrett
Director

SUBJECT: Consent - Amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad bridge project.

Requested Action:

Request approval to amend the 2018-2021 Statewide Transportation Improvement Program (STIP) to increase funding for the Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad bridge project located in Portland.

The Northeast 12th Avenue over Interstate 84 and Union Pacific Railroad bridge project requires an additional \$1,931,244. The Oregon Department of Transportation (ODOT) Bridge Section requests the following:

- Transfer \$431,244 from the bridge overpass protective screening federal fiscal year 2020 funds.
- Transfer \$1,500,000 from the bridge overpass protective screening federal fiscal year 2021 funds.

Project Funding Summary:

Project	Current	Proposed
NE 12 th Ave over I-84 & Union Pacific RR bridge (Portland)	\$250,000	\$2,181,244
Bridge overpass protective screening FFY2020	\$614,916	\$183,672
Bridge overpass protective screening FFY 2021	\$1,500,000	\$0
TOTAL	\$2,364,916	\$2,364,916

Project to be increased:

NE 12 th Ave over I-84 & Union Pacific RR bridge (Portland) (KN 21283)			
		COST	
PHASE	YEAR	Current	Proposed
Preliminary Engineering	2020	\$45,000	\$215,118
Right of Way	N/A	\$0	\$0
Utility Relocation	N/A	\$0	\$0
Construction	2021	\$205,000	\$1,966,126
TOTAL		\$250,000	\$2,181,244

Background:

Oregon Revised Statute [\(ORS\) 366.462](#) requires that all freeway overpasses constructed after November 4, 1993 have fences that are designed to deter persons from throwing objects from the overpasses onto the freeways. This ORS also requires that the Oregon Department of Transportation (ODOT) develop a prioritization system to construct fences first on those overpasses that involve the greatest risks, and to construct at least 15 fences per year on existing freeway overpasses.

In December 2017, the OTC approved funding to add protective screening to the NE 12th Ave over I-84 & Union Pacific RR Bridge, (Bridge 07039), which is owned by the City of Portland. On March 15, 2019, an updated project estimate was provided by the City of Portland. This estimate includes the handling and disposal of lead paint; the need for railroad flagging due to the close proximity to the Union Pacific Railroad right-of-way, and coordination needed for multiple partial closures of Interstate 84 to complete the project. Installing the protective screen is complicated by the bridge being over 100 years old, and there are additional aesthetic considerations due to it being in a special local zoning district.

The staging areas are very limited, and there is concern that the House Bill 2017 funded projects may saturate the construction market and result in higher bids. The construction portion of this estimate is \$944,580. Contingencies, overhead, construction management, design engineering, and project management represent the remainder of the cost increase.

Funding for this increase will come from the \$1.5M that is allocated yearly to address freeway overpass screening.

If this request is not approved, this freeway overpass will not receive screening and the requirements of [ORS 366.462](#) will not be met at this location.

If approved, this project will continue as scheduled and will meet the requirements of [\(ORS\) 366.462](#).

Attachments:

- Attachment 1 - Location and Vicinity Maps

Copies (w/attachment) to:

Jerri Bohard	Travis Brouwer	Dave Thompson	Bob Gebhardt
McGregor Lynde	Jeff Flowers	Rian Windsheimer	Amanda Sandvig
Arlene Santana	Gabi Garcia	Talena Adams	Justin Bernt
Bert Hartman	Rachelle Nelson	Sam Hunaidi	

Materials following this page will be distributed at the meeting.

Agenda Item No. 5.2

Considerations of the Council Meeting Minutes for May 16, 2019

Consent Agenda

Metro Council Meeting
Thursday, May 30, 2019
Metro Regional Center, Council Chamber

Materials following this page were distributed at the meeting.

Metro

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



Metro

Minutes

Thursday, May 16, 2019

2:00 PM

Metro Regional Center, Council chamber

Council meeting

1. Call to Order and Roll Call

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

Present: 7 - Councilor Sam Chase, Councilor Shirley Craddick, Councilor Craig Dirksen, Councilor Bob Stacey, Council President Lynn Peterson, Councilor Christine Lewis, and Councilor Juan Carlos Gonzalez

2. Safety Briefing

Council President Peterson called on Acting Chief Operating Office, Mr. Andrew Scott, to provide a safety briefing. Mr. Scott provided a safety briefing for the meeting including information on the location of emergency exits, fire extinguishers and automated external defibrillators.

3. Public Communication

Terrell Garrett, City of Portland: Mr. Garrett, of Greenway Recycling, discussed the opportunities for recovering and recycling small materials and stated his support for House Bill 3084. He urged Council to support House Bill 3084 as it would foster an environment of investment and advanced dry waste recovery. (Mr. Garrett provided written materials as part of his testimony; please see the May 16 meeting packet.)

Ron Swaren, City of Portland: Mr. Swaren testified in support of a western interstate transportation corridor as a cost effective transportation solution for the region. He stated support for active transportation, but raised concerns over costs and impacts to congestion.

Tyler Wilkins, City of Portland: Mr. Wilkins, of Participatory Budgeting Oregon, discussed a proposed participatory budgeting process pilot program. He stated that this

proposed process aligned with Metro's commitment to diversity, equity and inclusion and pointed to Metro's unique position to implement the pilot as a regional government. (Mr. Wilkins provided written materials as part of his testimony; please see the May 16 meeting packet.)

4. Consent Agenda

A motion was made by Councilor Lewis, seconded by Councilor Stacey, that these items be adopted. The motion passed by the following vote:

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

- 4.1 Resolution No. 19-4981, For the Purpose of Amending the Non-System License for City of Roses Disposal & Recycling, Inc. to Increase the Tonnage Limit for Transport and Disposal of Putrescible Waste at the Wasco County Landfill and, Under Certain Unusual Circumstances, Cowlitz County Headquarters Landfill
- 4.2 Resolution No. 19-4979, For the Purpose of Adopting the Fiscal Year 2019-20 Unified Planning Work Program
- 4.3 Considerations of the Council Meeting Minutes for May 9, 2019

5. Ordinances (Second Reading)

- 5.1 Ordinance No. 19-1435, For the Purpose of Approving a Solid Waste Facility Franchise Application and Authorizing City of Roses Disposal & Recycling, Inc. to Operate a Transfer Station

Council President Peterson called a short recess to allow for staff to confer.

Council President Peterson reconvened the meeting and stated that the first reading and public hearing for Ordinance No. 19-1435 took place on Thursday, May 9. She informed the Metro Council that Metro staff were available for questions.

Council Discussion:

Councilor Craddick stated her support for the ordinance, citing that staff and the applicant had demonstrated that concerns address concerns raised over potential environmental and safety impacts. Council President Peterson noted that adoption of the ordinance would further the Council's values and objectives.

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

Aye: 7 - Councilor Chase, Councilor Craddick, Councilor Dirksen, Councilor Stacey, Council President Peterson, Councilor Lewis, and Councilor Gonzalez

6. Chief Operating Officer Communication

Mr. Andrew Scott provided an update on the following events or items: the annual Northwest Pride Parade and a letter from Senator Merkley congratulating the Zoo Education team on receiving the Top Ten Award.

7. Councilor Communication

Councilors provided updates on the following meetings and events: the Metropolitan Policy Advisory Committee meeting, the Transportation Funding Task Force meeting and the Joint Policy Advisory Committee on Transportation meeting. Councilor Lewis shared that she testified before the Oregon Legislature alongside Mayor Knapp and Commissioner Savas in support of funding the I205 project. Councilor Gonzalez discussed an affordable housing roundtable he attended with Congresswoman Suzanne Bonamici. Council President Peterson thanked staff for all their hard work in putting on the bi-annual Metro all staff meeting

8. Adjourn

There being no further business, Council President Peterson adjourned the Metro Council meeting at 2:36 p.m. The Metro Council will convene the next regular council meeting on May 30, 2019 at 2:00 p.m. at the Metro Regional Center in the council chamber.

Respectfully submitted,



Sara Farrokhzadian, Legislative and Engagement
Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF MAY 16, 2019

ITEM	DOCUMENT TYPE	DOC DATE	DOCUMENT DESCRIPTION	DOCUMENT No.
3.0	Written Statement	5/16/19	Written Statement submitted by Terrell Garrett	51619c -01
3.0	Letter	5/16/19	Letter to Metro Council from Participatory Budget Oregon	51619c-02
4.3	Minutes	5/16/19	Council Meeting Minutes for May 9, 2019	51619c-03