

Metro | Agenda

Meeting: Metro Council
Date: Thursday, July 19, 2012
Time: 2 p.m.
Place: Metro, Council Chamber

CALL TO ORDER AND ROLL CALL

1. **INTRODUCTIONS**
2. **CITIZEN COMMUNICATION**
3. **CONSIDERATION OF THE MINUTES FOR JULY 12, 2012**
4. **ORDINANCES - FIRST READ**
- 4.1 **Ordinance No. 12-1281**, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule Recognizing New Grants and Appropriation for the Removal of a Derelict Barge.
5. **RESOLUTIONS**
- 5.1 **Resolution No. 12-4357**, For the Purpose of Amending the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add The Kellogg Lake Multi-Use Bridge Project. **Collette**
- 5.2 **Resolution No. 12-4358**, For the Purpose of Amending the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add The Construction Phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane Project. **Craddick**
- 5.3 **Resolution No. 12-4359**, For the Purpose of Amending the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add The Crescent Connection – Cedar Hills Boulevard to Denny Road Bicycle, Pedestrian and Transit Access Project. **Harrington**
6. **CHIEF OPERATING OFFICER COMMUNICATION**
7. **COUNCILOR COMMUNICATION**

ADJOURN

Television schedule for July 19, 2012 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 30 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Thursday, July 19</p>	<p>Portland Channel 30 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> Sunday, July 22, 7:30 p.m. <i>Date:</i> Monday, July 23, 9 a.m.</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> Monday, July 23, 2 p.m.</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> Saturday, July 21, 11 p.m. <i>Date:</i> Sunday, July 22, 11 p.m. <i>Date:</i> Tuesday, July 24, 6 a.m. <i>Date:</i> Wednesday, July 25, 4 p.m.</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

PLEASE NOTE: Show times are tentative and in some cases the entire meeting may not be shown due to length. Call or check your community access station web site to confirm program times.

Agenda items may not be considered in the exact order. For questions about the agenda, call the Metro Council Office at 503-797-1540. Public hearings are held on all ordinances second read. Documents for the record must be submitted to the Regional Engagement Coordinator to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site www.oregonmetro.gov and click on public comment opportunities. For assistance per the American Disabilities Act (ADA), dial TDD 503-797-1804 or 503-797-1540 (Council Office).

Agenda Item No. 3.0

Consideration of the Minutes for July 12, 2012

Metro Council Meeting
Thursday, July 19, 2012
Metro, Council Chamber

Agenda Item No. 4.1

Ordinance No. 12-1281, For the Purpose of Amending the FY 2012-13 Budget and Appropriations Schedule Recognizing New Grants and Appropriation for the Removal of a Derelict Barge.

Ordinances – First Read

Metro Council Meeting
Thursday, July 19, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

AMENDING THE FY 2012-13 BUDGET AND) ORDINANCE NO. 12-1281
APPROPRIATIONS SCHEDULE RECOGNIZING)
NEW GRANTS AND APPROPRIATION FOR THE) Introduced by Martha Bennett, Chief
REMOVAL OF A DERELICT BARGE) Operating Officer, with the concurrence of
) Council President Tom Hughes

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2012-13 Budget; and

WHEREAS, Oregon Budget Law ORS 294.338 allows for the expenditure in the year of receipt of grants, gifts, bequests, and other devices received by a municipal corporation in trust for a specific purpose; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. That the FY 2012-13 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of recognizing new grants from the Oregon State Marine Board, transferring appropriation from the General Fund contingency to Parks and Environmental Services, and providing new appropriation for the removal of a derelict barge.
2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

ADOPTED by the Metro Council this _____ day of _____ 2012.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Alison Kean Campbell, Metro Attorney

Exhibit A
Ordinance No. 12-1281

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Total Resources							
<u>Resources</u>							
<i>BEGBAL</i>	<i>Beginning Fund Balance</i>						
	Beginning Fund Balance						
3400	* Undesignated		8,797,000		0		8,797,000
3400	* Reserved for CAP Adjustments		731,194		0		731,194
3261	* Prior period adjustment: TOD		2,060,195		0		2,060,195
3400	* Project Carryover		426,597		0		426,597
3400	* Reserve for Future One-Time Expenditures		1,313,255		0		1,313,255
3303	* Reserved for Local Gov't Grants (CET)		3,342,369		0		3,342,369
3403	* Reserve for Future Debt Service		2,682,093		0		2,682,093
3400	* Reserved for Metro Export Initiative		75,000		0		75,000
3405	* Reserved for Community Investment Initiativ		1,072,000		0		1,072,000
3400	* Reserved for Future Planning Needs		502,546		0		502,546
3400	* Reserved for Future Election Costs		0		0		0
3400	* Reserve for Future Natural Areas Operations		204,460		0		204,460
3415	* Prior year PERS Reserve		6,267,764		0		6,267,764
	<i>Subtotal Beginning Fund Balance</i>		27,621,707		0		27,621,707
<u>General Revenues</u>							
<i>EXCISE</i>	<i>Excise Tax</i>						
4050	Excise Taxes		15,639,971		0		15,639,971
4055	Construction Excise Tax		1,760,000		0		1,760,000
<i>RPTAX</i>	<i>Real Property Taxes</i>						
4010	Real Property Taxes-Current Yr		11,729,132		0		11,729,132
4015	Real Property Taxes-Prior Yrs		352,000		0		352,000
<i>INTRST</i>	<i>Interest Earnings</i>						
4700	Interest on Investments		31,000		0		31,000
	<i>Subtotal General Revenues</i>		29,512,103		0		29,512,103
<u>Department Revenues</u>							
<i>GRANTS</i>	<i>Grants</i>						
4100	Federal Grants - Direct		2,859,471		0		2,859,471
4105	Federal Grants - Indirect		4,941,774		0		4,941,774
4110	State Grants - Direct		709,595		54,375		763,970
4120	Local Grants - Direct		2,227,743		0		2,227,743
<i>LGSHRE</i>	<i>Local Gov't Share Revenues</i>						
4135	Marine Board Fuel Tax		69,201		0		69,201
4139	Other Local Govt Shared Rev.		469,886		0		469,886
<i>GVCNTB</i>	<i>Contributions from Governments</i>						
4145	Government Contributions		2,929,628		0		2,929,628
4150	Contractor's Business License		380,000		0		380,000
<i>CHGSVC</i>	<i>Charges for Service</i>						
4165	Boat Launch Fees		158,622		0		158,622
4180	Contract & Professional Service		594,837		0		594,837
4230	Product Sales		164,558		0		164,558
4280	Grave Openings		257,524		0		257,524
4285	Grave Sales		240,728		0		240,728
4500	Admission Fees		6,597,002		0		6,597,002
4501	Conservation Surcharge		144,900		0		144,900
4502	Admission Fees - Memberships		1,773,100		0		1,773,100
4503	Admission Fees - Special Concerts		1,405,152		0		1,405,152

Exhibit A
Ordinance No. 12-1281

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
4510	Rentals		768,552		0		768,552
4550	Food Service Revenue		5,637,726		0		5,637,726
4560	Retail Sales		2,270,408		0		2,270,408
4580	Utility Services		2,056		0		2,056
4610	Contract Revenue		686,095		0		686,095
4620	Parking Fees		931,960		0		931,960
4630	Tuition and Lectures		1,084,844		0		1,084,844
4635	Exhibit Shows		381,200		0		381,200
4640	Railroad Rides		729,330		0		729,330
4645	Reimbursed Services		257,600		0		257,600
4650	Miscellaneous Charges for Service		15,075		0		15,075
4760	Sponsorships		260,282		0		260,282
<i>DONAT</i>	<i>Contributions from Private Sources</i>						
4750	Donations and Bequests		500,927		0		500,927
<i>MISCRV</i>	<i>Miscellaneous Revenue</i>						
4170	Fines and Forfeits		25,000		0		25,000
4890	Miscellaneous Revenue		148,881		0		148,881
<i>LOANRV</i>	<i>Interfund Loan - Resource</i>						
4960	Interfund Loan - Principal						
	* from MERC Fund		220,000		0		220,000
4965	Interfund Loan - Interest						
	* from MERC Fund		11,000		0		11,000
<i>EQTREV</i>	<i>Fund Equity Transfers</i>						
4970	Transfer of Resources						
	* from Risk Management Fund		295,207		0		295,207
<i>INDTRV</i>	<i>Interfund Reimbursements</i>						
4975	Transfer for Indirect Costs						
	* from MERC Operating Fund		2,498,424		0		2,498,424
	* from Zoo Bond Fund		288,252		0		288,252
	* from Natural Areas Fund		1,280,235		0		1,280,235
	* from Solid Waste Revenue Fund		4,524,896		0		4,524,896
<i>INTSRV</i>	<i>Internal Service Transfers</i>						
4980	Transfer for Direct Costs						
	* from Zoo Bond Fund		1,638		0		1,638
	* from MERC Operating Fund		161,056		0		161,056
	* from Natural Areas Fund		492,945		0		492,945
	* from Smith & Bybee Lakes Fund		104,841		0		104,841
	* from Solid Waste Revenue Fund		3,284,623		0		3,284,623
	<i>Subtotal Department Revenues</i>		<i>52,786,774</i>		<i>54,375</i>		<i>52,841,149</i>
TOTAL CURRENT YEAR REVENUES			\$82,298,877		\$54,375		\$82,353,252
TOTAL RESOURCES			\$109,920,584		\$54,375		\$109,974,959

Exhibit A
Ordinance No. 12-1281

ACCT	DESCRIPTION	Current		Revision		Amended	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
Parks & Environmental Services							
Total Personnel Services		38.10	\$3,917,283	0.00	\$0	38.10	\$3,917,283
<i>Materials & Services</i>							
<i>GOODS Goods</i>							
	5201 Office Supplies		106,756		0		106,756
	5205 Operating Supplies		126,751		0		126,751
	5210 Subscriptions and Dues		6,129		0		6,129
	5214 Fuels and Lubricants		73,026		0		73,026
	5215 Maintenance & Repairs Supplies		201,652		0		201,652
	5225 Retail		13,000		0		13,000
<i>SVCS Services</i>							
	5240 Contracted Professional Svcs		595,849		80,000		675,849
	5250 Contracted Property Services		147,081		0		147,081
	5251 Utility Services		431,068		0		431,068
	5255 Cleaning Services		169,886		0		169,886
	5260 Maintenance & Repair Services		353,309		0		353,309
	5265 Rentals		59,845		0		59,845
	5280 Other Purchased Services		61,585		0		61,585
<i>IGEXP Intergov't Expenditures</i>							
	5300 Payments to Other Agencies		116,347		0		116,347
	5310 Taxes (Non-Payroll)		263,556		0		263,556
<i>OTHEXP Other Expenditures</i>							
	5450 Travel		5,290		0		5,290
	5455 Staff Development		33,412		0		33,412
Total Materials & Services			\$2,764,542		\$80,000		\$2,844,542
TOTAL REQUIREMENTS		38.10	\$6,681,825	0.00	\$80,000	38.10	\$6,761,825

Exhibit A
Ordinance No. 12-1281

ACCT	DESCRIPTION	Current Budget		Revision		Amended Budget	
		FTE	Amount	FTE	Amount	FTE	Amount
General Fund							
General Expenses							
Total Interfund Transfers			\$7,721,525		\$0		\$7,721,525
<i>Contingency & Unappropriated Balance</i>							
<i>CONT</i>	<i>Contingency</i>						
5999	Contingency						
	* Contingency		3,331,000		(25,625)		3,305,375
	* Opportunity Account		440,000		0		440,000
<i>UNAPP</i>	<i>Unappropriated Fund Balance</i>						
5990	Unappropriated Fund Balance						
	* Stabilization Reserve		2,430,861		0		2,430,861
	* PERS Reserve		4,613,474		0		4,613,474
	* Reserve for Future One-Time Expenditures		1,758,931		0		1,758,931
	* Reserved for Community Invest. Initiative		393,000		0		393,000
	* Reserved for Local Gov't Grants (CET)		2,128,369		0		2,128,369
	* Reserved for Cost Allocation Adjustments		382,035		0		382,035
	* Reserved for Future Planning Needs		13,756		0		13,756
	* Reserved for Metro Export Initiative		50,000		0		50,000
	* Reserved for Capital		26,000		0		26,000
	* Reserved for Web Project		225,005		0		225,005
	* Reserve for Future Debt Service		639,414		0		639,414
Total Contingency & Unappropriated Balance			\$16,431,845		(\$25,625)		\$16,406,220
TOTAL REQUIREMENTS		448.75	\$109,920,584	0.00	\$54,375	448.75	\$109,974,959

Exhibit B
Ordinance 12-1281
Schedule of Appropriations

	<u>Current</u> <u>Appropriation</u>	<u>Revision</u>	<u>Revised</u> <u>Appropriation</u>
GENERAL FUND			
Communications	2,601,585	0	2,601,585
Council Office	3,964,829	0	3,964,829
Finance & Regulatory Services	4,218,275	0	4,218,275
Human Resources	2,167,032	0	2,167,032
Information Services	3,640,353	0	3,640,353
Metro Auditor	708,748	0	708,748
Office of Metro Attorney	1,927,172	0	1,927,172
Oregon Zoo	30,862,025	0	30,862,025
Parks & Environmental Services	6,681,825	80,000	6,761,825
Planning and Development	14,477,196	0	14,477,196
Research Center	3,880,935	0	3,880,935
Sustainability Center	4,086,762	0	4,086,762
Former ORS 197.352 Claims & Judgments	0	0	0
Special Appropriations	4,896,187	0	4,896,187
Non-Departmental			
Debt Service	1,654,290	0	1,654,290
Interfund Transfers	7,721,525	0	7,721,525
Contingency	3,771,000	(25,625)	3,745,375
<i>Total Appropriations</i>	97,259,739	54,375	97,314,114
Unappropriated Balance	12,660,845	0	12,660,845
Total Fund Requirements	\$109,920,584	\$54,375	\$109,974,959

All other appropriations remain as previously adopted

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2012-13 BUDGET AND APPROPRIATIONS SCHEDULE RECOGNIZING NEW GRANTS AND APPROPRIATION FOR THE REMOVAL OF A DERELICT BARGE

Date: July 9, 2012

Prepared by: Brian Kennedy, 503-797-1908

BACKGROUND

Since the adoption of the budget one item has been identified that necessitates an amendment to the budget. On March 22, 2012, the US Coast Guard worked with the Tidewater Tug Sundial to push a derelict floating home to the M. James Gleason Boat Ramp. Since that date, Metro staff have been working with the US Coast Guard, the Oregon State Marine Board, and the Multnomah County Sheriff to remove the barge from Metro property.

Metro has awarded a contract for approximately \$80,000 to a marine salvage firm for removal and demolition of the barge. Staff anticipates the barge will be removed and demolished in the next 4-6 weeks. The Oregon State Marine Board will reimburse Metro at least \$54,375 for the cleanup and removal of the barge. If the Marine Board has available funding, they will reimburse Metro an additional \$5,625 of eligible expenses.

After the reimbursement, the net expense to the General Fund will be \$25,625. In the event the Marine Board is able to reimburse up to \$60,000, the General Fund impact will be \$20,000 or less.

ANALYSIS/INFORMATION

- 1. Known Opposition:** None Known
- 2. Legal Antecedents:** ORS 294.463 provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction. ORS 294.338 allows for the expenditure in the year of receipt of grants, gifts, bequests, and other devices received by a municipal corporation in trust for a specific purpose
- 3. Anticipated Effects:** This action increases expenditure authority in the Parks and Environmental Services budget for FY 2012-13 to remove and demolish the derelict barge as described above.
- 4. Budget Impacts:** Adds \$80,000 to the materials and services budget for Parks and Environmental Services. Funding will be provided by recognition of new grants from the Oregon State Marine Board and a transfer from contingency in the General Fund.

RECOMMENDED ACTION

The Chief Operating Office recommends adoption of this Ordinance.

Agenda Item No. 5.1

Resolution No. 12-4357, For the Purpose of Amending the
2012-15 Metropolitan Transportation Improvement Program
(MTIP) to Add The Kellogg Lake Multi-Use Bridge Project.

Metro Council Meeting
Thursday, July 19, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2012-) RESOLUTION NO. 12-4357
15 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Councilor Collette
THE KELLOGG LAKE MULTI-USE BRIDGE)
PROJECT)

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2012-15 MTIP on March 15, 2012; and

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

WHEREAS, the Oregon Department of Transportation (ODOT) administers the Transportation Enhancement funding program of which some funds are recommended for allocation at the discretion of the ODOT Director, subject to approval by the Oregon Transportation Commission; and

WHEREAS, the City of Milwaukie requested discretionary Transportation Enhancement funding for the Kellogg Lake Multi-Use Bridge project and has received a recommendation from the ODOT Director to allocate \$1,000,000 to the project; and

WHEREAS, funding for the project needs to be secured by September 2012 to achieve cost savings provided by incorporating the project into the construction of the Portland to Milwaukie light rail bridge structure; and

WHEREAS, the project will provide a direct bicycle and pedestrian connection between the Milwaukie town center and its neighborhoods to the south; and

WHEREAS, federal rules exempt this type of project from needing to conduct an air quality conformity analysis to comply with the Clean Air Act; and

WHEREAS, funding for the Kellogg Lake Multi-Use Bridge project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution July 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Kellogg Lake Multi-Use Bridge project to the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2012.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 12-4357

2012-15 Metropolitan Transportation Improvement Plan Table 3.1.3 amendment

Action: Amend MTIP to add Kellogg Lake Multi-Use bridge project.

Existing programming:

None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost *	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Kellogg Lake Multi-Use Bridge (element of Portland-Milwaukie light rail transit project)	Add pedestrian and bicycle path to light rail bridge over Kellogg Lake (Milwaukie).	17519	TriMet	\$1,114,454	Cons	TE	2013	\$1,000,000	\$114,454	\$0	\$1,114,454

*Total cost of multi-use path element only. Project and project funding will be incorporated into the Portland to Milwaukie light rail project.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4357, FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE KELLOGG LAKE MULTI-USE BRIDGE PROJECT

Date: June 26, 2012

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The Oregon Department of Transportation (ODOT) administers the Transportation Enhancement (TE) program that provides federal funds for projects that strengthen the cultural, aesthetic, or environmental value of our transportation system. TE funds are available for twelve Transportation Enhancement Activities approved by Congress. The Oregon Transportation Commission (OTC) approved \$2 million per year for a TE Discretionary Account starting in 2006. This allows ODOT to apply funds to qualified projects as needs become known, separate from the statewide competitive process. Use of the Discretionary Account is guided by a general policy adopted by the OTC in 2003 and implementing procedures adopted by the TE Advisory Committee. Projects are subject to the same eligibility criteria and selection priorities used in the competitive process.

The City of Milwaukie has long sought to re-establish a direct bicycle and pedestrian connection between its downtown and neighborhoods to the south that are separated by Highway 99E, an undeveloped park, and Kellogg Lake. Upcoming construction of the PMLR light-rail bridge over Kellogg Lake presents a short-lived opportunity to cost-effectively restore the bike/ped connection by constructing it on a lower deck of the bridge that has been designed concurrently with the light-rail project. City of Milwaukie and TriMet jointly applied for the TE funds. They need a funding commitment by September 1, 2012 to coordinate fitting the bicycle and pedestrian bridge into the schedule for the light-rail project.

The requested TE funds will cover the added expense of constructing the bike/ped bridge as part of the light-rail bridge, and if funding allows—completing the path connection southward through Kronberg Park to Highway 99E and the Trolley Trail at the existing River Road signal. Without TE funds, the bike/ped bridge deck will not be included in the light-rail bridge contract and will not be built in the foreseeable future.

The TE Advisory Committee determined the project is eligible to be considered for TE Discretionary funds, and that it meets the project selection criteria with a score comparable to those for TE projects awarded in the 2010-2011 selection cycle. FHWA confirmed the requested activity is eligible under TE Activity #1 (facilities for pedestrians and bicyclists). With OTC approval, ODOT staff will work with TriMet and City of Milwaukie to promptly amend the existing agreements and funding documents for the PMLR project, as needed to meet the construction schedule for Kellogg Lake Bridge.

Federal rules exempt this type of project from needing to conduct an air quality conformity analysis to comply with the Clean Air Act. These project elements were included in all National Environmental Protection Act compliance work conducted by TriMet for the overall Portland to Milwaukie light rail project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add TE funding for a bicycle and pedestrian bridge element as a part of the Portland to Milwaukie bridge structure over Kellogg Lake.

ANALYSIS/INFORMATION

1. Known Opposition None known at this time.

2. **Legal Antecedents** Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
3. **Anticipated Effects** Allows project to be eligible for transportation funding.
4. **Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4357.

Agenda Item No. 5.2

Resolution No. 12-4358, For the Purpose of Amending the
2012-15 Metropolitan Transportation Improvement Program
(MTIP) to Add The Construction Phase of the I-84 Eastbound to
I-205 Northbound Auxiliary Lane Project.

Metro Council Meeting
Thursday, July 19, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2012-) RESOLUTION NO. 12-4358
15 METROPOLITAN TRANSPORTATION)
IMPROVEMENT PROGRAM (MTIP) TO ADD) Introduced by Councilor Craddick
THE CONSTRUCTION PHASE OF THE I-84)
EASTBOUND TO I-205 NORTHBOUND)
AUXILIARY LANE PROJECT)

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2012-15 MTIP on March 15, 2012; 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 Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council has previously approved the development of this project by approving a corridor operations analysis for the Interstate 84 corridor in the 2009-10 Unified Planning Work Program and preliminary engineering for the I-84 Eastbound to I-205 Northbound Auxiliary Lane project in the 2010-13 MTIP; and

WHEREAS, the Oregon Department of Transportation (ODOT) has conducted the corridor operations analysis for the Interstate 84 corridor and preliminary engineering for the I-84 Eastbound to I-205 Northbound Auxiliary Lane project; and

WHEREAS, cost savings from other projects within the state have been identified and must be reprogrammed and obligated to other projects to avoid potential rescission of federal transportation funds; and

WHEREAS, ODOT has proposed a priority improvement that would extend an auxiliary lane between the Halsey Street exit and the I-205 Northbound exit to reduce crash incidents and reduce vehicle delay; and

WHEREAS, as a result of the work completed on this project, it is uniquely ready to obligate the available funds in a timely manner; and

WHEREAS, by proceeding at this time, the project will realize cost savings due to the sharing of construction staging and traffic management work with a pavement preservation project in the same vicinity; and

WHEREAS, the Clean Air Act requires that federally funded transit and highway projects demonstrate conformity with the state's air quality goals; and

WHEREAS, the I-84 Eastbound to I-205 Northbound Auxiliary Lane project was included in the Regional Transportation Plan financially constrained system, which plan has demonstrated conformity; and

WHEREAS, funding for the I-84 Eastbound to I-205 Northbound Auxiliary Lane project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution July 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the construction phase of the I-84 Eastbound to I-205 Northbound Auxiliary Lane project to the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2012.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 12-4358

2012-15 Metropolitan Transportation Improvement Plan Table 3.1.4 amendment

Action: Amend MTIP to add construction phase to ODOT project.

Existing programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
I-84 Eastbound to I-205 Northbound Auxiliary Lane	Extend auxiliary vehicle travel lane on I-84 EB from Halsey Street exit ramp to I-205 NB exit ramp	70393	ODOT	\$6,000,000	PE	STP	2010	\$897,300	\$102,700	\$0	\$1,000,000

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
I-84 Eastbound to I-205 Northbound Auxiliary Lane	Extend auxiliary vehicle travel lane on I-84 EB from Halsey Street exit ramp to I-205 NB exit ramp	70393	ODOT	\$6,000,000	PE	STP	2011	\$897,300	\$102,700	\$0	\$1,000,000
					Cons	STP	2013	\$4,383,800	\$616,200	\$0	\$5,000,000

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4358, FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CONSTRUCTION PHASE OF THE I-84 EASTBOUND TO I-205 NORTHBOUND AUXILIARY LANE PROJECT

Date: June 26, 2012

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The Oregon Department of Transportation (ODOT) has performed operations analysis of the Interstate freeway system and has identified potential operational projects to reduce vehicle crashes and increase vehicle flow to reduce congestion. A priority project emerging from this analysis is to extend the auxiliary travel lane on eastbound I-84 from the Halsey Street exit to the I-205 northbound exit. The Preliminary Engineering phase of this project was approved as a part of the 2010-13 MTIP and is now nearing completion.

The configuration of existing and proposed lanes is shown in Attachment 1.

By extending an auxiliary lane between the Halsey Street and I-205 Northbound exits, vehicle queuing on the left most lane of I-84 from the I-205 on ramps will be reduced. This will reduce crash incidents and delay for eastbound vehicles on I-84.

ODOT has identified financial capacity to fund this project from savings to existing projects from across the state. These funds will be programmed on the project to ensure timely obligation of federal funds and avoid the potential for a rescission of federal funds allocated to the state.

This project was modeled as a part of the air quality conformity of the 2035 Regional Transportation Plan. This project was a part of the financially constrained system and modeled with an increase in vehicle capacity for this section of freeway. The forecasted timing of the modeled increase in capacity (by year 2017) is consistent with the proposed programming of funds for construction of this project.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add a construction phase the I-84 Eastbound to I-205 Northbound Auxiliary Lane project to the 2012-15 MTIP with programming as shown in Exhibit A to Resolution No. 12-4358.

ANALYSIS/INFORMATION

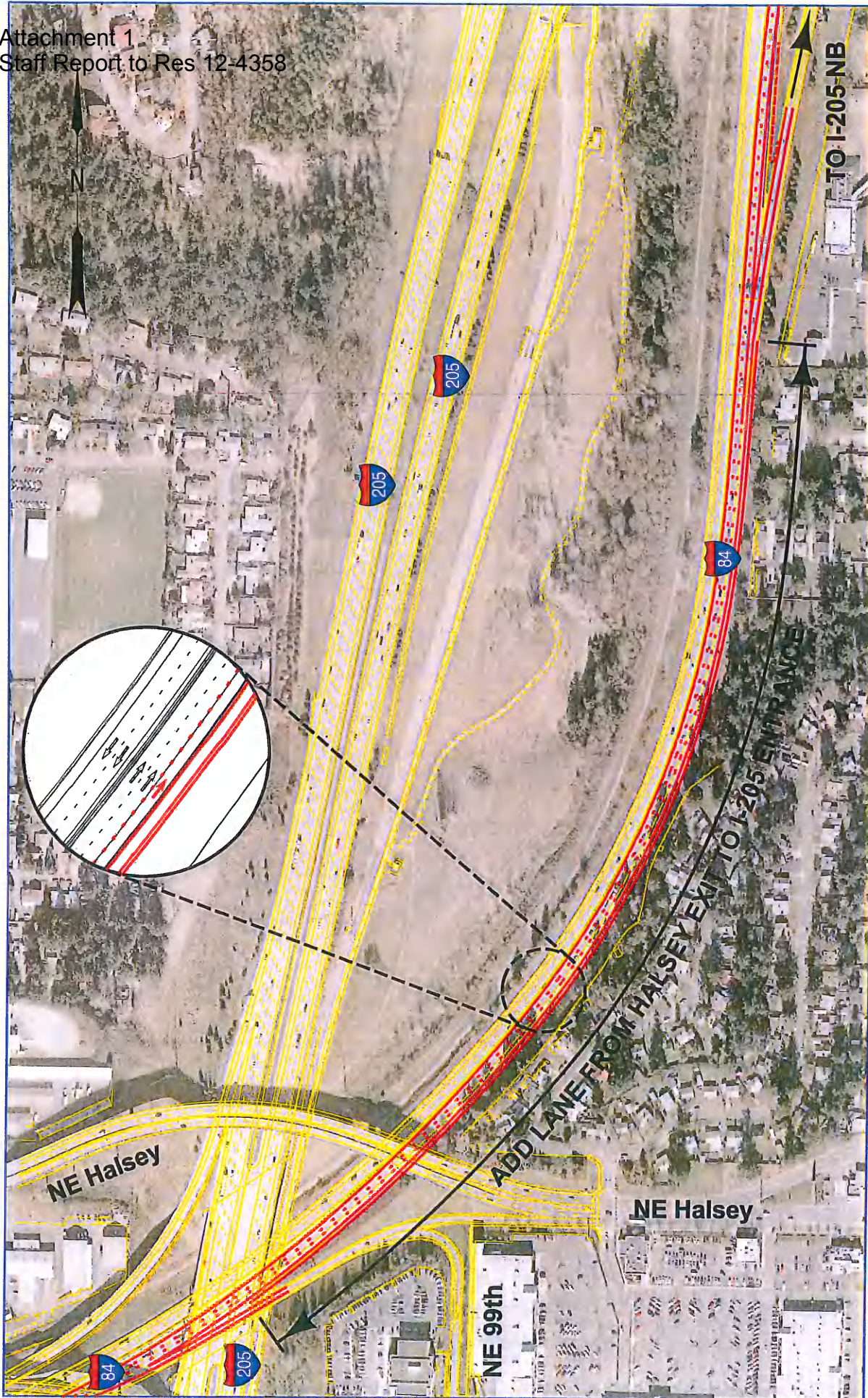
- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows project to be eligible for transportation funding.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

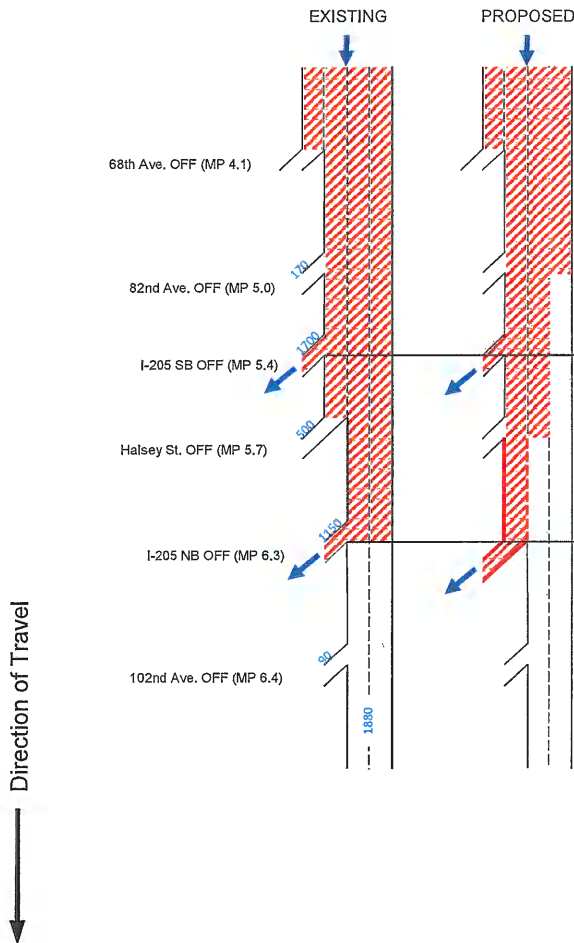
Metro staff recommends the approval of Resolution No. 12-4358.

I-84 EB: Extend Halsey St. Lane Drop as Aux Lane to NB I-205

Attachment 1
Staff Report to Res 12-4358



I-84 Eastbound - Halsey Street Lane Extension



Existing
Queue: For the I-205 SB OFF ramp the queue builds in the right-most lane with some more aggressive drivers sneaking up to this exit in the middle lane looking for gaps provided by trucks (and others). The middle and left-most lanes serve through traffic and those destined for exits further east, including the I-205 NB OFF Ramp. As the afternoon peak continues the I-205 SB OFF Ramp gaps become fewer (for the sneaking vehicles) resulting in the middle-lane experiencing higher densities (slower speeds). Downstream the I-205 NB OFF Ramp also has a high exiting volume, most of which align in the middle lane (through the I-205 SB and Halsey St. OFF Ramps) to avoid congestion in the right lane. Congestion in the middle lane, from the I-205 SB OFF Ramp "sneakers", pushes some of the vehicles destined for I-205 NB OFF Ramp (that would otherwise use the middle lane) to the left-most lane (and direct competition with through trips) in order to by-pass the I-205 SB OFF Ramp queue. Once past the exit to the I-205 NB OFF Ramp speeds increase (density and v/c ratios decrease).
Duration: The duration of the queue along I-84 between the I-205 SB & NB OFF Ramps is assumed to be equivalent to the congestion duration documented along I-205 (and connecting ramps to I-84), approximately 3.5 hrs (3:00-6:30PM during the workweek). -Source: I-205 Bottleneck graphics, bottlenecks #3 and #8.

Proposed
Description: Currently the right-most lane of the 3 lane cross-section ends at the Halsey St. OFF Ramp. The proposed improvement would extend this lane east to the I-205 NB OFF Ramp.
Benefits:
Queue: The proposed project will allow better lane alignment for the major eastbound movements (I-205 SB OFF, I-205 NB OFF, and through traffic). The 3-lane section in the vicinity of the I-205 SB OFF Ramp is anticipated to operate similar to the current conditions in the right lane with "sneaker" vehicles using the middle lane. The proposed project would provide the greatest benefit to the one mile segment between the I-205 SB and NB OFF ramps. The additional lane in this section is expected to allow for I-205 NB OFF Ramp traffic to queue in the right-most lane south of the Halsey St. OFF Ramp, with some spillover into the middle lane beginning west of Halsey St. The left-lane queue is anticipated to shrink to around the 82nd Ave OFF Ramp, thus providing a less constricted route for through vehicles east of 82nd Ave compared to current conditions.
Duration: It is anticipated that the queue along I-84 in the right-most lanes will be constant in duration (3.5 hrs) because the source of the queue is not on I-84, rather I-205. The queue/delay for through trips is anticipated to noticeably decrease.
Speed: Speeds in the two right-most lanes are expected to be relatively similar due to spillback from I-205, however, the speed for through trips will increase approximately 5 MPH.
Density: HCS traffic modeling supports these benefits showing an improvement in density (36 pc/h/in to 22 pc/h/in) at the Halsey St. OFF ramp over a section of 1500 feet in length. The density leading into the segment between Halsey St. OFF Ramp and the I-205 NB OFF Ramp also shows an improvement in density (22.0 pc/h/in to 14.6 pc/h/in).
Volume: Traffic volumes are not anticipated to change with the proposed project. Ramp demand volumes are shown on the left side of the queuing figures.

Project Impacts Summary:
Queue: The queue is reduced by over a mile in the left lane, up to a half-mile in the center lane, and no change in the right lane.
Duration: The duration of queuing for through trips (left and center lanes) is anticipated to noticeably decrease, while the queuing for the right lane remains constant (3.5 hours).
Speed: Speeds in the left lane is expected to increase approximately 5 MPH, while the right and center lanes are relatively similar to existing conditions.

- LEGEND**
- Travel speeds less than 35 MPH
 - OFF Ramp/Mainline demand volume (2008 ODOT Flow Maps)
 - Influenced by a bottleneck outside of this study area

DRAFT

Source: HCS analysis



FIGURE 2
 I-84 Eastbound (Halsey St. OFF Ramp)
 Extension of 3rd Eastbound lane

Agenda Item No. 5.3

Resolution No. 12-4359, For the Purpose of Amending the 2012-15 Metropolitan Transportation Improvement Program (MTIP) to Add The Crescent Connection – Cedar Hills Boulevard to Denny Road Bicycle, Pedestrian and Transit Access Project.

Metro Council Meeting
Thursday, July 19, 2012
Metro, Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CRESCENT CONNECTION: CEDAR HILLS BOULEVARD TO DENNEY ROAD BICYCLE, PEDESTRIAN, AND TRANSIT ACCESS PROJECT)	RESOLUTION NO. 12-4359
)	
)	Introduced by Councilor Harrington
)	
)	
)	
)	

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

WHEREAS, the Joint Policy Advisory Committee on Transportation (JPACT) the Metro Council approved the 2012-15 MTIP on March 15, 2012; and

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

WHEREAS, the Oregon Department of Transportation (ODOT) administers the State Flexible Funding program for transit, transportation demand management, bicycle and pedestrian projects; and

WHEREAS, the City of Beaverton was awarded funding for preliminary engineering and right-of-way acquisition for the Crescent Connection project that will provide pedestrian, bicycle, and transit stop improvements between the Cedar Creek Boulevard at the Beaverton Central transit station, the Beaverton Transit Center, and the Fanno Creek trail at Denney Road; and

WHEREAS, federal rules exempt this type of project from needing to conduct an air quality conformity analysis to comply with the Clean Air Act; and

WHEREAS, funding for the Crescent Connection project is available within existing revenues, consistent with the MTIP financial plan; and

WHEREAS, JPACT approved this resolution July 12, 2012; now therefore

BE IT RESOLVED that the Metro Council hereby adopts the recommendation of JPACT to add the Crescent Connection: Cedar Hills Boulevard to Denney Road project to the 2012-15 MTIP, consistent with the programming illustrated in Exhibit A.

ADOPTED by the Metro Council this ____ day of July 2012.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 12-4359

2012-15 Metropolitan Transportation Improvement Plan Table 3.1.3 amendment

Action: Amend MTIP to add Crescent Connection: Cedar Hills Blvd to Denney Rd project.

Existing programming:

None

Amended programming:

Project Name	Project Description	ODOT Key #	Lead Agency	Estimated Total Project Cost (all phases, all years)	Project Phase	Fund Type	Program Year	Federal Funding	Minimum Local Match	Other Funds	Total Funding
Crescent Connection: Cedar Hills Blvd to Denney Rd	Multi-use path and on-street pedestrian, bicycle and transit access facilities (Beaverton).	TBD	City of Beaverton	\$4,231,099	PE	S-STP	2012	\$350,000	\$40,059	\$86,941	\$477,000
					ROW	S-STP	2013	\$850,000	\$97,286	\$0	\$947,286
					Con	Other	2014			\$2,806,813	\$2,806,813
					Subtotal			\$1,200,000	\$137,345	\$86,941	\$1,424,286

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 12-4359, FOR THE PURPOSE OF AMENDING THE 2012-15 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) TO ADD THE CRESCENT CONNECTION: CEDAR HILLS BOULEVARD TO DENNEY ROAD BICYCLE, PEDESTRIAN, AND TRANSIT ACCESS PROJECT

Date: June 26, 2012

Prepared by: Ted Leybold, 503-797-1759

BACKGROUND

The Oregon Department of Transportation (ODOT) administers a statewide allocation process known the state Flexible Funds program. The Flexible Funds Program funds Bicycle, Pedestrian, Transit and Transportation Demand Management (TDM) projects, plans, programs and services through a competitive process. The Oregon Transportation Commission (OTC) held a public hearing at their February 15, 2012 meeting and on March 21, 2012 approved its list of project allocations, including one to the City of Beaverton for preliminary engineering and right-of-way for bicycle, pedestrian, and transit access improvements between Cedar Hills Boulevard and Denney Road.

The project will complete preliminary engineering and right-of-way phases for a shared use path on the north side of Denney Road from King Boulevard to the Fanno Creek Trail, and for the Beaverton Creek Trail from Cedar Hills Boulevard to the Beaverton Transit Center. It includes safe street crossings and 16 transit stop improvements along the Crescent Connection route, primarily along Lombard Avenue. The project is illustrated in Attachment 1.

Federal rules exempt this project from having to perform air quality conformity analysis. The project is included in the financially constrained 2035 Regional Transportation Plan.

The Joint Policy Advisory Committee on Transportation and the Metro Council must approve amendments to the MTIP. This amendment will add the Crescent Connection: Cedar Hills Boulevard to Denney Road project to the 2012-15 MTIP with programming as shown in Exhibit A to Resolution No. 12-4359.

ANALYSIS/INFORMATION

- 1. Known Opposition** None known at this time.
- 2. Legal Antecedents** Amends the 2012-15 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 12-4332 on March 15, 2012 (For the Purpose of Approving the 2012-15 Metropolitan Transportation Improvement Program for the Portland Metropolitan Area).
- 3. Anticipated Effects** Allows project to be eligible for transportation funding.
- 4. Budget Impacts** None.

RECOMMENDED ACTION

Metro staff recommends the approval of Resolution No. 12-4359.

