

Council “Awareness” Items

Items requiring Council “awareness” are largely operational but that require Council action to ensure consistency with policy, to comply with State law or Metro code, or to implement previous Council action or policy. These projects have the potential to be complex, financially, operationally, or politically, and they may require that Council time be allocated during the year.

- Financial Headwinds
- Expo Center Business Plan
- Least Cost Planning Tool – Multi Variable Analysis
- Columbia River Levee System
- Zoo Master Plan
- Transportation Technology Strategy

Project	Issue Statement	Status of Project/ Work for FY 2019-2020	FY 2019-2020 Budget Estimate
Financial Headwinds	The costs of maintaining current activity levels in Metro's government funds is forecast to exceed revenue growth.	<p>Three items currently impacting General Fund:</p> <ol style="list-style-type: none"> 1) Pay equity. We have 200,000 set aside in the GF for 18-19 to offset the initial costs (other funds have sufficient reserves to fund initial impact). This is probably low for initial costs. Long-range costs will escalate with COLA and merit increases over time. This will also have a significant impact on the Venues (MERC and Zoo). 2) PERS: Metro is looking at about a 3.9% increase each of the next three biennia. This will take the employer PERS rate to about 24.3% of payroll in 2023-24. Metro currently has a PERS reserve that funds the majority of the PERS bond payments from the 2005 bond issue. This fund will be expended in 20-21 and increase department PERS costs an additional 3%. 3) Housing Bond Admin Costs: Currently projected to impact the General Fund \$500,000 a year beginning in 19-20 through the completion of the bond. 	N/A
Expo Center Business Plan	Expo has a business model that is not financially sustainable. Aging buildings need to be completely renovated or deconstructed. These options require capital	We have created some funding opportunities for Expo in recent years by refinancing its debt, sharing TLT pooled capital dollars previously dedicated to OCC and providing some general fund support also previously dedicated to OCC. This has helped sustain the business but not adequately fund future improvements. We are also looking at an amended Visitor Facility Intergovernmental Agreement between Metro, Multnomah County and the City of Portland. Current drafts include a	\$25,000-\$50,000 likely spent on consulting or commercial real estate services.

	dollars that are not presently available.	“bucket” for Expo starting at over \$500,000 per year. Additionally, we need to look at different business models that can coexist on the campus which may include public/private development of a portion of the 50+ acre parcel.	
Least Cost Planning Tool – Multi Variable Analysis	2018 RTP Chapter 8 states: Phase II of Multi-Criterion Evaluation (MCE) Toolkit development will conclude by the end of 2018. Phase II scope will add travel demand model enhancements; test a bundle of benefits together in one scenario; improve methods to measure safety, physical activity and auto ownership benefits; incorporate stakeholder outreach support; and upgrade the visualizer to be fully-featured and web-accessible.	Further work on MCE is not contemplated as part of RTP implementation. The Economic Value Atlas, another data visualization and analysis tool was also completed at the end of 2018 and Planning and Development anticipates utilizing it to inform upcoming transportation, housing, and land use planning processes.	1 FTE P & D \$125,000 1 FTE RC \$125,000 M & S \$50,000
Columbia River Levee System	Metro is a partner in efforts to repair and recertify the Columbia River Levee for the purpose of protecting regionally significant employment lands, the Portland International Airport, and Metro facilities.	Key work includes: Legislation to enable creation of a single special district that replaces the four existing flood control districts Resolution of governance issues Financing for capital improvements and levee maintenance and operation	\$51, 369 per year to repay Metro’s share of partner loan. Continues through 25-26. \$50,000 per year, escalated 3% per annum, as Metro’s share of admin

			expenses through FY 2024 (agreement has not yet been signed, but has been approved).
Zoo Master Plan	Need to update the 2012 Zoo Master Plan to ensure the Zoo campus and facilities meet the Zoo's mission of conservation, animal welfare, and education	The current zoo bond is implementing the first 10 years of the existing 20 year master plan to upgrade 40% of the zoo's campus. FY20 will be focused on creating a project plan and strategy to refresh the master plan. Project plan implementation in FY21.	\$75,000
Transportation Technology Strategy	<p>Metro's Emerging Technology program will be guided by the Regional Emerging Technologies Strategy adopted as part of the 2018 RTP.</p> <p>Four next steps have been identified that can support the region and local partners in implementing the policies in the strategy: (see next column)</p>	<ol style="list-style-type: none"> 1. Fund technology pilot projects to test new approaches to connecting people to transit, promoting shared and active trips, and providing more equitable transportation options 2. Convene partners to establish new mobility policies that are consistent across the region and aligned with regional strategy to ensure new travel options operate safely, equitably and transparently 3. Develop better data and tools so that we can account for the impacts of emerging technology in transportation planning efforts 4. Advocate for state and federal technology policy that supports our regional goals and preserves local and regional authority to manage the transportation system. 	<p>1FTE P & D \$125,000 1 FTE RC \$125,000</p> <p>Pilot Grants: \$75,000/yr Data Analysis: :\$50,000 (note: grants are funded for FY 18-19 as pilot program, additional funding will be needed in FY 19-20 to continue grant program)</p>