

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1542 | FAX 503 797 1793



METRO

Agenda

MEETING: METRO COUNCIL REGULAR MEETING
DATE: July 22, 1999
DAY: Thursday
TIME: 2:00 PM
PLACE: Council Chamber

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS
2. CITIZEN COMMUNICATIONS
3. EXECUTIVE OFFICER COMMUNICATIONS
4. AUDITOR COMMUNICATIONS
5. MPAC COMMUNICATIONS
6. METRO LEGISLATIVE UPDATE
7. CONSENT AGENDA
- 7.1 Consideration of Minutes for the July 15, 1999 Metro Council Regular Meeting.
8. **PUBLIC HEARING CONCERNING ALLOCATION OF PROJECTED SAVINGS FROM METRO'S SOLID WASTE DISPOSAL SYSTEM** (Written testimony may be submitted to the Clerk of the Council by letter, fax or email. Oral testifiers will be allowed three minutes before the Metro Council).
9. COUNCILOR COMMUNICATION

ADJOURN

Cable Schedule for July 22, 1999 Metro Council Meeting

	Sunday (7/25)	Monday (7/26)	Tuesday (7/27)	Wednesday (7/28)	Thursday (7/22)	Friday (7/23)	Saturday (7/24)
CHANNEL 11 (Community Access Network) (most of Portland area)		4:00 P.M.					
CHANNEL 21 (TVCA) (Washington Co., Lake Oswego, Wilsonville)							
CHANNEL 30 (TVCA) (NE Washington Co. - people in Wash. Co. who get Portland TCI)							
CHANNEL 30 (CityNet 30) (most of City of Portland)	8:30 P.M.						
CHANNEL 30 (West Linn Cable Access) (West Linn, Rivergrove, Lake Oswego)	9:00 P.M. (7/15 meeting)	12:00 P.M. (7/15 meeting)		12:00 P.M. (7/15 or 7/22 meeting)	6:00 P.M. (7/15 meeting)	7:00 P.M. (7/15 meeting)	7:00 A.M. (7/15 meeting)
CHANNEL 19 (Milwaukie TCI) (Milwaukie)	4:00 P.M. (7/15 meeting)					10:00 P.M. (7/15 meeting)	9:00 A.M. (7/15 meeting)

PLEASE NOTE THAT ALL SHOWING TIMES ARE TENTATIVE BASED ON THE INDIVIDUAL CABLE COMPANIES' SCHEDULES.

PUBLIC HEARINGS: Public Hearings are held on all Ordinances second read and on Resolutions upon request of the public. Agenda items may not be considered in the exact order. For questions about the agenda, call Clerk of the Council, Chris Billington, 797-1542. For assistance per the American Disabilities Act (ADA), dial TDD 797-1804 or 797-1540 (Council Office).

Consideration of the July 15, 1999 Metro Council Meeting minutes.

Metro Council Meeting
Thursday, July 22, 1999
Council Chamber

MINUTES OF THE METRO COUNCIL MEETING

July 15, 1999

Council Chamber

Councilors Present: Rod Monroe (Presiding Officer), Susan McLain (by phone), Ed Washington, Rod Park, Bill Atherton, David Bragdon, Jon Kvistad

Councilors Absent:

Presiding Officer Monroe convened the Regular Council Meeting at 2:02 p.m..

1. INTRODUCTIONS

None.

2. CITIZEN COMMUNICATION

Art Lewellan, LOTI Designer, 3205 SE 8th Portland OR 97232, said he had new slides for the council's review concerning his proposal to build the I-5 Interchange. He noted the amount of land by the river that could be utilized with the implementation of his proposal. He reviewed the latest design concerning the Ross Island Bridge. He showed a drawing of a proposal from ODOT and he said he wanted to point out some errors, which he called "raising the bars" stating that ODOT said it was so expensive that they didn't have the money to do it. He pointed out some of the ramps that needed to be built so traffic could go on to the freeway. He stated his thoughts on what to do to enhance the Ross Island Bridge.

3. EXECUTIVE OFFICER COMMUNICATIONS

Presiding Officer Monroe thanked Mr. Lewellan and noted that Katie Dowdall and Councilor Washington would present North Portland Enhancement Grants.

Councilor Washington said that this was where \$.50 of every ton of solid waste that was deposited in the St. Johns Land Fill was set aside for community projects. He said that he had asked the North Portland Enhancement Committee to present the award. He introduced the seven members as Mr. Gary Boehm, Lynn Taylor, Sheryl Butler, Selena Mason, Judy Chambers, Trevor Nelson, and Jim Bennett. He said the committee had awarded \$104,019 to 28 groups this year on community projects with a total of \$1, 448, 383.00 on 238 projects over the last 13 years.

Gary Boehm reviewed the enhancement grants that the Committee had awarded (a copy of which may be found in the permanent record of this meeting). He highlighted some of the grants: programs to benefit the elderly (funds for foot clinic and other programs for seniors), aid to residents, funds to the golden harvesters in aiding their efforts in producing protein enriched foods, North Portland Alamo to refurbish the community room and make it more comfortable, increase employment and economic opportunities such as Friday Enterprises which trains and employs mothers and fathers with restaurant training, St. John Business Boosters to develop programs of employment and improve appearance, funds to support the summer rides program, SOLVE, youth programs, Hispanic programs, educational programs. He thanked Councilor

Washington and Katie Dowdall for their commitment to this project. He gave a special thanks to Connie Kinney for assistance while Katie was absent. He closed by inviting the council members to the Cathedral Park Jazz Festival. He then presented a poster to the Council which commemorated the event.

Councilor Washington thanked Mr. Boehm and the committee for all of their hard work.

4. AUDITOR COMMUNICATIONS

None.

5. MPAC COMMUNICATION

Presiding Officer Monroe said MPAC had voted to allow the Port of Portland to be represented. He noted that decision was made 7/14/99.

Councilor Park clarified that there will be a request that needed to be approved for the change in MPAC.

6. METRO LEGISLATIVE UPDATE

Dan Cooper, General Counsel, said the report at MPAC concerning the transportation packet in the legislature was the last update. He said at 3:00 p.m. today there would be a public hearing concerning siting the prison at Day Road. He said there was one set of amendments that would give the governor the authority to supersite a prison in any location. The question was brought up if there was going to be an amendment added to prohibit any building one mile from an elementary school. This would take the Day Road location out. He noted that there was a bill concerning transportation funding that was on its way to the senate floor, it was unknown as to whether it would pass or not.

Presiding Officer Monroe said he received information from a state Senator last evening that there were 10 republican votes and they were still looking for 8 democratic votes to make the 18 votes necessary to pass the measure. He noted that Brady Adams had told the Senate that they would get one bite at the apple only, no reconsideration if it failed.

Councilor Bragdon asked if the current form of the transportation bill that they would be voting on repealed weight and mile tax.

Presiding Officer Monroe said yes, it was the Shannon proposal to repeal weight and mile tax with \$.05 package and \$.02 to be bonded with diesel tax and licensing increases for trucks. He added that whether or not the House would concur or not, it would go to a conference committee.

Councilor Kvistad said while they had cable TV he would like to suggest to the legislators to put the prison at Day Road.

7. CONSENT AGENDA

7.1 Consideration meeting minutes of the July 1, 1999 Regular Council Meeting.

Motion: **Councilor Bragdon** moved to adopt the meeting minutes of July 1, 1999 Regular Council Meeting.

Seconded: **Councilor Washington** seconded the motion.

Councilor Bragdon asked that page 13 be amended to change the work unanimous to anonymous.

Vote: The vote was 6 aye/ 0 nay/ 1 abstain. The motion passed with Councilor Atherton abstaining from the vote because he was not present before.

8. ORDINANCES - SECOND READING

8.1 Ordinance No. 99-811, For the Purpose of Adopting a Final Order and amending the Metro Urban Growth Boundary for Contested Case No. 98-4: Tsugawa.

Motion: **Councilor McLain** moved to adopt Ordinance No. 99-811.

Seconded: **Councilor Kvistad** seconded the motion.

Councilor McLain said that this Ordinance No. 99-811 was adopted by final order to amend the Urban Growth Boundary, which included the Tsugawa location adjustment area. She stated that this came to the council as approved by Resolution No. 98-2718 on October 15, 1998. She noted that this was a proposal and it included a 15-acre site plus 1.5 acres of growth right-of-way. The property was located on the south east corner of the intersection of West Union and NW Cornelius Pass Road in Washington County. She stated that Attachment A had a map recommended by staff and the hearing officer. The hearing officer was asking for Council approval. This was the last and final step in working through the process for Tsugawa. The information contained in the submittal stated that this site met the criteria of a locational adjustment and had followed all state guidelines for an Urban Growth Boundary amendment.

Presiding Officer Monroe opened a public hearing on Ordinance No. 99-811.

Mr. Dan Chandler, 1220 Main, Suite 451, Vancouver, WA 98660, representing the Tsugawa family, reviewed the parcel map. He noted that RUGGOs 15.1 said that the Urban Growth Boundary should be located using natural and built features such as roads etc. He noted that water and sewer were stubbed to the property, sidewalks came to property. This was the only location adjustment that the Washington County Planning Commission recommended in 1998. He added that staff had recommended approval. He urged approval.

Presiding Officer Monroe closed the public hearing.

Councilor McLain said that the only thing that could keep her away from this was a soccer game in California.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

Presiding Officer Monroe thanked the Tsugawas.

9. RESOLUTIONS

9.1 Resolution No. 99-2812, For the Purpose of Approving the Urban Reserve Plan for Area 43.

Motion: Councilor McLain moved to adopt Resolution No. 99-2812.

Seconded: Councilor Park seconded the motion.

Councilor McLain said this was the approval for the Urban Reserve Plan for URSA Site 43. She noted that this was the last step in finishing up the process stated last year. On December 17, 1998 the Metro Council adopted Ordinance No. 98-779 that amended the Urban Growth Boundary to include Urban Reserve 43. Site 43 was approximately 10.3 acres of special lands and was with the City of Tualatin. This was a property that there were concerns about the urban reserve plan and it was brought back to Council for approval.

Presiding Officer Monroe asked for comments or questions concerning 99-2812.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

9.2 Resolution No. 99-2813, For the Purpose of Amending the Clackamas River Greenway Target Area Refinement Plan.

Motion: Councilor Atherton moved to adopt Resolution No. 99-2813.

Seconded: Councilor Kvistad seconded the motion.

Councilor Atherton reviewed, in 1995 when the Metro Open Spaces bond measure was passed, part of the bond required that target areas were identified for Metro purchases. One of these areas was the Clackamas River Greenway between Barton and Gladstone. He noted a property adjacent to that area was the River Island Sand and Gravel Plant, which had flooded in 1996. It had been proposed that council expand the target area in order to add public ownership. The committee had unanimously recommended approval. He urged an aye vote.

Councilor Kvistad thanked Mr. Stevens for coming in and giving a history of the property.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

9.3 Resolution No. 99-2816, For the Purpose of Authorizing the Executive Officer to Execute an Intergovernmental Agreement with the City of Tigard to Manage the Property in the Fanno Creek Greenway Target Area.

Motion: Councilor Kvistad moved to adopt Resolution No. 99-2816.

Seconded: Councilor Washington seconded the motion.

Councilor Kvistad said this resolution dealt with a parcel purchased about a year and half ago along Fanno Creek near Washington Square. The property had a small home, separate garage and barn on it. The parcel was going to be managed by the City of Tigard; they did not want the

house. He added that the property itself would be a nice addition to the greenway tying in well with existing parks and the Tigard School District site. He recommended an aye vote.

Vote: The vote was 7 aye/ 0 nay/ 0 abstain. The motion passed.

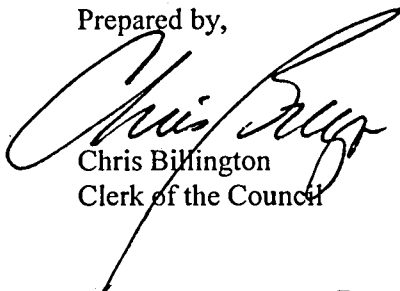
10. COUNCILOR COMMUNICATION

None.

11. ADJOURN

There being no further business to come before the Metro Council, Presiding Officer Monroe adjourned the meeting at 2:31 p.m.

Prepared by,



Chris Billington
Clerk of the Council

Document Number	Document Date	Document Title	TO/FROM	RES/ORD
071599c-01	7/15/99	Councilor Washington's prepared remark concerning the Metro North Portland Enhancement Committee grant awards	TO: Metro Council FROM: Councilor Washington	
071599c-02	7/15/99	North Portland Enhancement Grants 1999-2000 list	TO: Metro Council FROM: North Portland Enhancement Grants 1999-2000	
071599c-03	4/22/99	Letter concerning request for Metro approval of Urban Reserve Plan for UR 43	TO: Rod Monroe, Presiding Officer FROM: Lou Ogden Mayor City of Tualatin	Resolution No. 99-2812
071599c-04	10/27/98	Site 43 Urban Reserve Plan	TO: Metro Council FROM: Matrix	Resolution No. 99-2812

Agenda Item Number 8.0

**PUBLIC HEARING CONCERNING ALLOCATION OF PROJECTED SAVINGS FROM METRO'S SOLID
WASTE DISPOSAL SYSTEM**

Metro Council Meeting
Thursday, July 22, 1999
Council Chamber

DISPOSAL SAVINGS PROCESS

UPDATED: June 9, 1999 by Jeff Stone, Council Chief of Staff

TIME FRAME	GROUP	PURPOSE
June 9 & 23 1999	REM Committee	Hold hearings, establish all options, recommend policy direction
NOTE: REM Committee will consider both solid waste-related options as well as all other options throughout this process		
June 23 & July 21 1999 * possible June 30	SWAC	Review options and make recommendations (only on waste-related options)
July 22, 27, 29 1999	Metro Council	Hold worksessions and discuss all options: <i>Public Hearings on July 22 & 29</i>
August 4 & 11 1999	Rate Review Committee	Review options, make recommendations regarding solid waste fees only
September 8 & 16 1999	REM Committee/Council	Hold hearings, consider a rate ordinance if presented Give direction to agency administrative staff for budget modifications
The month of October	Metro Council	Adopt any budget amendments, policies toward savings
January 1 2000		Rate Ordinance becomes effective (if presented and passed)



Cascadia Revolving Fund

1020 SW Taylor
Suite 800
Portland, OR 97205

(503) 248-9030
Fax: (503) 223-6695
Email: raymond@cascadiahfund.org
Website: <http://www.cascadiahfund.org>

RECEIVED

JUL 22 1999

EXECUTIVE OFFICER

*Ed - Mike
thanked him
via note -
for your
info
WJH*

July 16, 1999

Mike Burton, Executive Officer
METRO Regional Government
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Mr. Burton:

Cascadia Revolving Fund supports the budgeting of money by the METRO Council for the development of a METRO Recycling Business Assistance Fund. The proposed Fund will be an important resource for businesses seeking to recycle, reuse and/or remanufacture solid waste that has been diverted from our landfills.

METRO and Cascadia Revolving Fund share common goals that could be achieved through such a fund. These common goals include:

- Preservation and restoration of the environment based on the diversion of solid waste.
- Job creation via the development and expansion of businesses that are recycling, reusing and/or remanufacturing diverted solid waste.
- Improvement of the financial footing of waste diversion businesses by providing a combination of capital and technical assistance.

We believe that partnerships between public and private entities are essential for the success of METRO's efforts to support waste diversion businesses. Cascadia Revolving Fund would be an appropriate private partner with METRO based on our mission, which is to provide loans and technical assistance to businesses that are unable to obtain bank financing. Our focus is on several categories of businesses, including those that preserve or improve the environment. We have loaned approximately \$10 million to about 250 businesses since our inception in 1987. Due, in part, to the provision of ongoing technical assistance to our borrowers, we have been able to achieve a loan loss rate of less than 1%. A number of our loans have supported environment-friendly projects and resource conservation. Finally, we have extensive experience working in partnership with banks and public entities, including several counties in Washington for which we manage CDBG funds, Seattle's King County, and Washington State's Department of Community, Trade and Economic Development.

Cascadia would like to continue this discussion with METRO Council and staff. We look forward to the results of METRO's assessment of the capital needs of recycling businesses and will assist with the completion of that study to the best of our ability.

At this time, we believe it is important for the METRO Council to establish sufficient resources for the development of a Recycling Business Assistance Fund. Properly funded and structured, this Fund would be a productive and successful partnership between public and private organizations. Most importantly, the Recycling Business Assistance Fund will be an important resource for developing and sustaining waste diverting businesses.

Sincerely,

Raymond Lanza-Weil
Oregon Manager

From: jeff grover <grov.indus@juno.com>
To: MetCen.MRC-PO(listerl)
Date: Sat, Jul 24, 1999 11:29 PM
Subject: lisa, please forward to metro council

Dear Mr. Monroe

In our last MPAC meeting you made a comment that to transfer the savings from the waste disposal contract to planning, it would have to be converted to an "excise tax".

I believe to do so would be adding fuel to the fire of those who wish to do away with Metro. As everyone knows once a is in place it is next to impossible to remove.

Knowing that approximately one-tenth of the estimated amount would be \$6 million, divide that among 25 cities and counties and each would receive \$240,000. How much actual planning could be achieved, and what quality of planning could be done for that amount? Would it produce another "pie-in-the-sky" on paper, or something tangible this community really could utilize?

The population in the metro region is suppose to increase by nearly one million people in the next 20 years. Our waste management is barely adequate now, are we going to wait until the system doesn't work before we invest into improvements? Every year the cost of land, labor, and technology increases, therefore, I think our wisest use of these funds would be to reinvest in our future.

The recycling program could be greatly enhanced, land for transfer stations could be purchased, the parks department could be given a grant for trash control in parks and green spaces, and the yard debris composting program enhanced.

All of this would improve the livability of this region and if implemented correctly, provide a substantial amount of employment opportunities throughout the community.

Thankyou
Jeff Grover
Corbett Water
Special Dists. Mult. Co.

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672299c-03

CITY OF GRESHAM

Office of the Mayor & City Council

Mayor

Charles J. Becker

...

City Council

John Leuthauser
Council President
Position 3

Jack Gallagher
Position 1

Chris Lassen
Position 2

Cathy Butts
Position 4

Bob Moore
Position 5

Vicki Thompson
Position 6

July 23, 1999

The Honorable Ed Washington
METRO Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Disposition of Metro Solid Waste Savings

Dear Commissioner Washington:

On July 21st I sent you a letter expressing the Gresham City Council's position on the use of the \$69 million in savings resulting from the solid waste contract renegotiations.

I wish to reiterate Gresham's position. The City Council firmly believes that the savings should be passed on to the users via reduced rates.

We recognize that the decision rests solely with Metro Council, and we thank you for the opportunity to provide our input.

Yours truly,

Charles J. Becker
Mayor

CJB:NR



**PG&E Gas
Transmission**

Northwest

Sandra K. McDonough
Vice President,
Corporate Relations

2100 S.W. River Parkway
Portland, OR 97201

503.833.4000
Fax: 503.833.4920

072299c-04

July 23, 1999

Mr. Ed Washington
Metro District 5 Council Office
600 NE Grand Ave.
Portland OR 97232-2736

Dear Councilor Washington:

I understand that as Metro looks at restructuring the solid waste excise tax, there will be an opportunity to reconsider the excise tax on Oregon Zoo revenues. I would like to take this opportunity to urge you and the other Metro councilors to eliminate the Zoo tax in the interest of building a better and stronger Zoo for our community.

The Metro excise tax on the Zoo is 7.5 percent of gross earnings. Over the past five years, the Zoo has paid \$2.5 million in excise taxes and expects to pay over \$600,000 in this fiscal year alone.

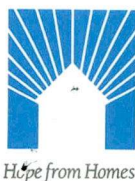
As you know, the Zoo has worked hard to achieve self-sufficiency. Currently, the Zoo earns about 60 percent of its operating revenues. Elimination of the excise tax on Zoo revenues would enable the Zoo leadership to reinvest that money in programs and exhibits that will ultimately strengthen the Zoo and help assure continued financial success.

As a member of the Oregon Zoo Foundation Board of Trustees – and a lifelong regular visitor to the Zoo – I have been delighted to see the Zoo grow and evolve to better serve our community. I hope you will seriously consider this opportunity to help our Zoo maintain a strong financial base so that it can continue to be one of our community's most precious resources.

Sincerely,

Sandra McDonough

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THE ENTERPRISE FOUNDATION

072299C-05

JAMES W. ROUSE
CO-FOUNDER
1914-1996

F. BARTON HARVEY III
CHAIRMAN & CEO

REYNARD RAMSEY
PRESIDENT & COO

PATRICIA T. ROUSE
CO-FOUNDER
VICE PRESIDENT & SECRETARY

WILLIAM R. FREY
SENIOR VICE PRESIDENT

BENNETT L. HECHT
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LAWRENCE M. ANDERSON
VICE PRESIDENT

CHRISTINE K. CARTALES
VICE PRESIDENT

DAVID McCONNELL
VICE PRESIDENT

FAITH E. THOMAS
VICE PRESIDENT

BRUCE S. HOFFBERGER
TREASURER

July 20, 1999

Ed Washington
Metro Councilor, District 5
METRO Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Dear Councilor Washington:

The Enterprise Foundation fully supports the METRO Council's action of budgeting \$2 million dollars to the development of a METRO Recycling Business Assistance Fund. The proposed Fund will provide an essential resource for businesses to expand in our region thereby creating new jobs and capital to assist low-income residents to move up and out of poverty.

TRUSTEES

HARRY W. ALBRIGHT, JR.

SUSAN G. BAKER

CATHERINE P. BESSANT

JOHN P. BOORN

PAUL C. BROPHY

RAOUL L. CARROLL

JILL K. CONWAY

N. GORDON COSBY

DOROTHY CULLMAN

CUSHING N. DOLBEARE

MARTIN FINE

W. H. KROME GEORGE

RONALD GRZYWINSKI

F. BARTON HARVEY III

ANDREW HEISKELL

ROBERT A. IGER

JAMES A. JOHNSON

JUDITH E. JONES

JING LYMAN

CHARLES McC. MATHIAS

DAVID O. MAXWELL

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ROBERT S. McNAMARA

KWEISI MFUME

CAROL J. PARRY

HENRY S. REUSS

MICHAEL I. ROTH

PATRICIA T. ROUSE

WILLARD G. ROUSE III

JOHN C. SITES, JR.

J. McDONALD WILLIAMS

KAREN HASTIE WILLIAMS

RAUL YZAGUIRRE

BARRY ZIGAS

As a first step, Enterprise has committed to work with Metro staff on the creation of a Recycling Business Market Assessment to determine the feasibility of a Fund and the capital needs of recycling ventures. While initial evidence points to a need for low-cost economic development funding for recycling ventures, it is not yet clear the extent of this need. The completion of a Market Assessment is a smart step that will provide us with the needed data to make an informed decision on the size and structure of any assistance.

With Metro earmarking \$2 million for a Fund and the outcomes of the market assessment, Enterprise, with its partners Cascadia Revolving Fund and Shorebank Pacific, is committed to developing a Fund that will match public investment dollar for dollar with private sector funds. We look to begin the market assessment process immediately leading to a two- to three-year pilot program supporting regional recycling business ventures.

We feel the support of these ventures accomplishes several key goals that meet both Metro's and Enterprise's missions, including:

- A healthier urban environment by extending the use of limited resources through recycling, reuse and remanufacturing;
- Increasing household income by providing jobs with living-wage salaries and marketable skills;
- Building a solid financial foundation and networks for waste diversion businesses through affordable capital and technical assistance;
- Raising public awareness of recycling efforts and the use of products utilizing recycled content; and
- Land and water conservation through these diversion efforts.

OREGON OFFICE

1020 SW TAYLOR STREET, SUITE 800 • PORTLAND, OREGON 97205 • 503.223.4848 • 503.223.8955 FAX

Councilor Ed Washington
July 20, 1999
Page 2

We think that a public-private partnership is essential to the success of Metro's efforts to support business recycling ventures. Since Enterprise's presence in Portland in 1990, we have been an important player in the revitalization of the low-income neighborhoods through both housing and economic development. Enterprise has already committed over \$50 million dollars in grants, loans and equity in Portland, which has leveraged over \$175 million in further private investment. Enterprise wants to continue this effort through the development of a public-private METRO Recycling Business Assistance Fund.

The Enterprise Foundation is looking forward to continue our discussion with the Metro Council and staff on the public-private development of a Fund to support recycling businesses. The establishment of this Fund will create a new, exciting public-private partnership in our region and signal that we are continuing to seek world-class solutions to local issues. I or Robert Bole are available to answer any questions you may have about this proposal. We can be reached at 223-4848 extensions 15 and 22 respectively.

Sincerely,



Michael Andrews
Director



Port of Portland

Box 3529, Portland, Oregon 97208, U.S.A.
503/231-5000

072299c-66

July 22, 1999

Councilor Rod Monroe
Presiding Officer
Metropolitan Service District
600 N.E. Grand Avenue
Portland, OR 97232-2736

Dear Councilor Monroe:

As the Metro Council meets to hear proposals on the use of solid waste disposal and transport savings, I urge Metro to consider reinvestment of a portion of these savings to enhance protections for greenspaces, endangered wildlife, and other natural resources associated with key transportation improvements in the region. An investment in this area would seem to meet multiple Metro objectives.

One specific project worthy of consideration for utilizing these savings is the City of Portland's North Marine Drive widening project, adjacent to Smith and Bybee Lakes Natural Resource Management Area. This project represents a partnership among the City of Portland, Metro, and the Port of Portland. It will improve a City arterial which provides access to the region's marine terminal facilities, Kelley Point Park, and Smith and Bybee Lakes Natural Resource Management Area.

The project will improve safety and increase protection of the Smith and Bybee Lakes Resource Area. While road widening, a traffic signal, and bike lanes are the motivating transportation elements of the project, a noise berm and buffer, landscaping, treated stormwater drainage and spill protection, and extension of the 40-mile loop trail also have been recommended as project elements. Currently, there is a funding gap of \$2.3 million to build the project with all proposed resource protection elements.

Allocation of a portion of the solid waste savings to fill this gap would provide funding for the resource protection and enhancements advocated by the citizens committee for the project, the Smith and Bybee Lakes Management Committee, and Metro staff. I urge your consideration of funding for this project.

Yours very truly,

Mike Thorne DHL

Mike Thorne
Executive Director

HARLAN BUSINESS CONSULTANTS, INC.
2202 S.E. LAKE RD.
MILWAUKIE, OREGON 97222
(503) 654-9533

072299c-07

ESTLE HARLAN
CONSULTANT

FAX (503) 654-8414

July 21, 1999
METRO COUNCIL
Fax 797-1793 Council Clerk
Re: Allocation of Projected Savings from Metro's Solid Waste Disposal System

I am sending you the testimony given on June 23, 1999 to the Metro Regional Environmental Management Committee on behalf of Clackamas County Refuse & Recycling Association.

This is being submitted as written testimony for the Public Hearing of July 29.

Very truly yours,



ESTLE HARLAN, Consultant for
CLACKAMAS COUNTY REFUSE &
RECYCLING ASSN.

EH:e

HARLAN BUSINESS CONSULTANTS, INC.
2202 S.E. LAKE RD.
MILWAUKIE, OREGON 97222
(503) 654-9533

ESTLE HARLAN
CONSULTANT

FAX (503) 654-8414

June 23, 1999

To: Metro Regional Environmental Management Committee

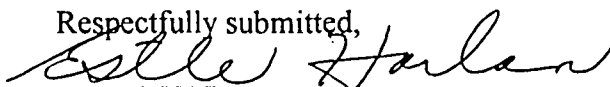
Re: Allocation of Projected Savings from Metro's Solid Waste Disposal System

The following testimony is given on behalf of the **Clackamas County Refuse & Recycling Assn.** This is an association that is in its thirty-third year of presenting a unified voice for solid waste and recycling collection operations in Clackamas County.

1. If the projected savings are kept by Metro for their internal use or if they are distributed in whole or in part to local governments, they should only be used for programs related to solid waste and recycling. Particular emphasis should go to enhancement of waste reduction programs and further development of recycling markets.
2. Should Metro decide to use any of the funds for programs other than solid waste and recycling, then a commensurate reduction should be made in the excise tax that is attached to the disposal fee. This excise tax on disposal has been used for years to fund many other Metro operations that bear no relevance to solid waste disposal.
3. If some of the funds are returned to rate payers through a reduction in the disposal fee, it should be understood that **the reduction will be passed on by solid waste collectors to their customers.** But it should be further understood that if annual cost increases for expenses other than disposal match or exceed the amount by which disposal is reduced, there may be no net reduction in customers' collection rates. Many jurisdictions in the region have had no over-all rate increase for around five years. They have been able to hold rates steady because of the previous disposal fee reductions. Had those disposal fee reductions not occurred, customers' rates likely would have increased, so the customer received the full benefit. This could well be the case again when rates are reviewed for the year ending 1999 - in other words, the disposal fee decrease will buy down what would otherwise be the need for a collection rate increase. But in any event, the customer will get the full benefit of every dime of any disposal fee decrease. In the future, this should not be couched in statements such as "the haulers failed to pass on the disposal fee savings."

We have appreciated Executive Officer Mike Burton and a number of the Metro staff coming to our association meetings at various times to update us and to get from us a more rural perspective on Metro programs and operations. Terry Peterson, in particular, has met with us a number of times and this has enhanced the spirit of cooperation between Metro and the collection industry.

EH:e

Respectfully submitted,

ESTLE HARLAN,
Solid Waste Management Consultant

HARLAN BUSINESS CONSULTANTS, INC.
2202 S.E. LAKE RD.
MILWAUKIE, OREGON 97222
(503) 654-9533

ESTLE HARLAN
CONSULTANT

FAX (503) 654-8414

July 21, 1999
METRO COUNCIL
Fax 797-1793 Council Clerk
Re: Allocation of Projected Savings from Metro's Solid Waste Disposal System

I am sending you the testimony given on June 23, 1999 to the Metro Regional Environmental Management Committee on behalf of Clackamas County Refuse & Recycling Association.

This is being submitted as written testimony for the Public Hearing of July 29.

Very truly yours,



ESTLE HARLAN, Consultant for
CLACKAMAS COUNTY REFUSE &
RECYCLING ASSN.

EH:e

HARLAN BUSINESS CONSULTANTS, INC.
2202 S.E. LAKE RD.
MILWAUKIE, OREGON 97222
(503) 654-9533

ESTLE HARLAN
CONSULTANT

FAX (503) 654-8414

June 23, 1999

To: Metro Regional Environmental Management Committee

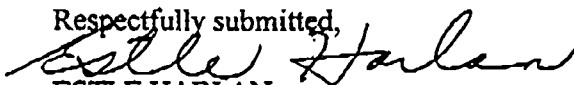
Re: Allocation of Projected Savings from Metro's Solid Waste Disposal System

The following testimony is given on behalf of the Clackamas County Refuse & Recycling Assn. This is an association that is in its thirty-third year of presenting a unified voice for solid waste and recycling collection operations in Clackamas County.

1. If the projected savings are kept by Metro for their internal use or if they are distributed in whole or in part to local governments, they should only be used for programs related to solid waste and recycling. Particular emphasis should go to enhancement of waste reduction programs and further development of recycling markets.
2. Should Metro decide to use any of the funds for programs other than solid waste and recycling, then a commensurate reduction should be made in the excise tax that is attached to the disposal fee. This excise tax on disposal has been used for years to fund many other Metro operations that bear no relevance to solid waste disposal.
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Respectfully submitted,


ESTLE HARLAN,

Solid Waste Management Consultant

EH:e



Cascadia Revolving Fund

A non-profit community development loan fund serving the Pacific Northwest

1020 SW Taylor
Suite 800
Portland, OR 97205

(503) 248-9030
Fax: (503) 223-6695
Email: raymond@cascadiahfund.org
Website: <http://www.cascadiahfund.org>

072299c-08

July 16, 1999

Susan McClain, Metro Councilor, District 4
METRO Regional Government
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Councilor McClain:

Cascadia Revolving Fund supports the budgeting of money by the METRO Council for the development of a METRO Recycling Business Assistance Fund. The proposed Fund will be an important resource for businesses seeking to recycle, reuse and/or remanufacture solid waste that has been diverted from our landfills.

METRO and Cascadia Revolving Fund share common goals that could be achieved through such a fund. These common goals include:

- Preservation and restoration of the environment based on the diversion of solid waste.
- Job creation via the development and expansion of businesses that are recycling, reusing and/or remanufacturing diverted solid waste.
- Improvement of the financial footing of waste diversion businesses by providing a combination of capital and technical assistance.

We believe that partnerships between public and private entities are essential for the success of METRO's efforts to support waste diversion businesses. Cascadia Revolving Fund would be an appropriate private partner with METRO based on our mission, which is to provide loans and technical assistance to businesses that are unable to obtain bank financing. Our focus is on several categories of businesses, including those that preserve or improve the environment. We have loaned approximately \$10 million to about 250 businesses since our inception in 1987. Due, in part, to the provision of ongoing technical assistance to our borrowers, we have been able to achieve a loan loss rate of less than 1%. A number of our loans have supported environment-friendly projects and resource conservation. Finally, we have extensive experience working in partnership with banks and public entities, including several counties in Washington for which we manage CDBG funds, Seattle's King County, and Washington State's Department of Community, Trade and Economic Development.

Cascadia would like to continue this discussion with METRO Council and staff. We look forward to the results of METRO's assessment of the capital needs of recycling businesses and will assist with the completion of that study to the best of our ability.

At this time, we believe it is important for the METRO Council to establish sufficient resources for the development of a Recycling Business Assistance Fund. Properly funded and structured, this Fund would be a productive and successful partnership between public and private organizations. Most importantly, the Recycling Business Assistance Fund will be an important resource for developing and sustaining waste diverting businesses.

Sincerely,

Raymond Lanza-Weil
Oregon Manager





072299c-09

CITY OF GRESHAM
Office of the Mayor & City Council

July 21, 1999

Mayor

Charles J. Becker

...

City Council

John Leuthauser
Council President
Position 3

Jack Gallagher
Position 1

Chris Lassen
Position 2

Cathy Butts
Position 4

Bob Moore
Position 5

Vicki Thompson
Position 6

The Honorable Ed Washington
METRO Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Disposition of Metro Solid Waste Savings

Dear Commissioner Washington:

First, let me congratulate Metro on achieving \$69 million in savings by renegotiating solid waste transportation and disposal contracts.

At the July 20 meeting, the Gresham City Council discussed how that savings could best be used. The City's Solid Waste Citizen Advisory Committee recommended returning all or a portion of that savings to the citizens via lower rates. The Gresham Council endorses that recommendation.

If Metro chooses to use all or some of the \$69 million for other purposes, the Gresham City Council recommends that it be awarded as planning grants to help local entities meet regional planning mandates.

Thank you for taking our recommendations into consideration.

Yours truly,

Charles J. Becker
Mayor

CJB:NR

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Metro Public Hearing, July 22, 1999

For the record, my name is Pam Baker and my address is 6252 SW Barnes Road, Portland, OR 97221.

Presiding Officer and members of the Council, as of July 1st, I have begun my tenure as the volunteer Board Chair for the Regional Arts and Culture Council. With me today are RACC's new Executive Director, Mike Pippi, Public Art Director Eloise Damrosch, and Executive Assistant to Mike, Katherine Robinette.

We're here to build on the conversations we had when we visited with all of you in March. Your strong support for the arts and culture community is greatly appreciated, and we wish to thank you for your initial support to RACC of \$25,000 for the current fiscal year. I'd like let you know what we have done with your initial investment so far, and to underscore the need for the \$75,000 you pledged in March.

The initial \$25,000 for this year has already been applied to the Arts Plan Schools Granting program, which is unique in the region. The program partners schools with the professional arts community to design arts education services that support Oregon's arts standards and benchmarks. Combined Metro and City funding enabled RACC to award grants to schools from the Portland Public Schools District, such as Binnsmead Middle School and Hollyrood Elementary and regional area schools such as Kelly Creek Elementary in the Gresham/Barlow School District and Miller Education Center in the Hillsboro School District.

Metro is ideally situated to touch the regional communities with these fundamental programs. Your regional scope is the main reason why we ask for funding from Metro, because...

Metro funding does for the arts and culture community, through RACC, what no other funding source can do.

For example:

Metro reaches across city, and county boundaries:

- significant grants to the Arts Action Alliance of Clackamas County and Broadway Rose Theater of Washington County

- seed money for the Washington County sculpture garden at the end of the Westside MAX line in Hillsboro, which is the first public sculpture garden in Oregon
- substantial support for the Metro Youth Symphony Association, which engages youth throughout the Portland metropolitan region to develop, educate, and promote young musicians

Metro leverages additional funding sources:

- Metro support is of interest to all of the other jurisdictions who fund RACC. Clackamas, Washington, Multnomah Counties and the City of Portland all pay attention to the level of support Metro provides, which reinforces their continued involvement.
- The Oregon Arts Commission bases part of its criteria for grants on the ability to demonstrate varied funding sources
- The National Endowment for the Arts also examines funding sources as part of the criteria for grants

Metro makes a positive community impact through one-of-a-kind projects:

- improvements to Lindberg Plaza (artistic square between PCPA and the Schnitzer on Main Street)
- Indian Art Northwest, which just completed a successful second year with Metro funding through RACC
- Professional workshops for area artists, providing instruction and expertise on grant-writing, resume writing, and portfolio development. This year, RACC was able to provide these workshops free of charge, due exclusively to Metro support. The workshops have been filled to capacity, with requests for more.

Metro helps prepare for future growth:

- Three times the usual participants are attending RACC's workshops on grant-writing. That means three times as many people are likely to apply for grants, with most of the new applicants coming from Washington County. Metro funding would significantly help to meet the expanding regional need.
- Neighborhood Arts Programming has been very successful in the Multnomah and East-Multnomah County areas, providing experiences as diverse as
 - 1) the "Good in the 'Hood" celebration in NE Portland to

- 2) youth-oriented programming at the Eastwind Family Service Center of East-Multnomah County to
- 3) "Rhythm and Chews" kid-friendly lunchtime performances at the Portland Art Museum.

Neighborhood Arts Programming is adaptive and community focused. With Metro support, the program could grow to Clackamas and Washington Counties, bringing relevant experiences and events to regional neighborhoods.

We hope you are inspired by the range of programs and projects Metro makes possible to the region through support to the Regional Arts and Culture Council. As you consider the savings from the new Solid Waste Contract and the varied funding requests, keep in mind the arts and culture community, and Metro's unique regional scope. Please consider favorably our request for the remaining \$75,000 for this fiscal year. Thank you very much.

Regional Arts & Culture Council
WORKPLAN FOR REGIONAL ARTS DEVELOPMENT
FY1999-2000
with METRO support

\$46,000	Grants are awarded to artists and arts organizations throughout the region, helping to make the arts affordable and accessible to children and families. These include grants to Portland based organizations which provide programs to regional audiences, as well as grants for programs and festivals in community centers, parks and local facilities outside of Portland.
\$18,000	ArtsPlan Schools & Education Conference funds support RACC's nationally recognized curriculum based arts education for schools in the region outside of Multnomah County. The Education Conference refers to the Arts at the Heart of Learning conference, which conveys to artists and educators the latest in arts education developments.
\$20,000	Regional Partnerships and Special Projects support local arts development outside of Portland within the region; ranging from a grant to the Clackamas County Arts Action Alliance to work on a variety of arts issues in Washington County; as well as projects with broad regional significance such as Indian Art Northwest, which has been funded through Metro funds for the past two years.
\$5,000	Public Art planning and development support enables the RACC staff to respond to the growing requests for assistance throughout the region. Although the City of Portland and Multnomah County have implemented dedicated funding of public art, the region requires broader oversight until regional funding is identified.
\$4,400	Technical Assistance & Community Workshops for artists and arts organizations throughout the region involves RACC staff working to improve the business practices of the arts in the region and providing valuable resources to the arts community. RACC workshops address a range of issues in low- or no-cost venues to improve the abilities of the arts community to deliver services effectively.
\$3,300	Community Programs Management is for planning and responding to community arts needs. By working closely with a broad array of community partners, RACC is able to provide programs to meet community needs.
\$3,300	Administration support for RACC from Metro helps provide the general services required to maintain financial reporting and office systems to assure strong business practices.
\$100,000	Total



METRO

COMMITTEE FOR CITIZEN INVOLVEMENT

Mission: TO ASSIST IN DEVELOPMENT, IMPLEMENTATION AND EVALUATION OF CITIZEN INVOLVEMENT ACTIVITIES AT METRO

July 21, 1999

Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

RE: Allocation of Projected Savings from Metro's Solid Waste Disposal System

The Metro Committee for Citizen Involvement hereby applies to the Metro Council that sums be allocated (from the savings identified above) to fund citizen involvement activities in the region. The sums should be sufficient not only to satisfy identifiable needs, as more fully described below, but should also reflect the importance the Council attaches to the participation of citizens in the conduct of government.

At the time Metro's Departmental budgets for the current funding period were adopted, it became clear that reduced over-all revenue availability for the funding period had resulted in greatly reduced funding for citizen involvement activities as compared to the previous period. For example, MCCI's Growth Management Subcommittee was informed that only about half the amount of previous funding would be available for the current funding period.

By a letter dated May 24, 1999, MCCI requested that citizen involvement funding be restored by supplementary budget processes. This letter was forwarded to the Council even before the Council Regional Environmental Management Committee began to consider requests for allocations from the amounts involved in the current process. The Council responded to this letter in a positive way. At MCCI's Steering Committee meeting on June 2, 1999, Councilor McLain acknowledged receipt of the letter by the Council. She described how the subject had been taken up at the Metro Council Retreat, and how citizen involvement and education were identified as priorities there. Councilor McLain indicated her belief that there would be a commitment to supplying additional funds for citizen involvement when they became available, specifically mentioning funds arising as a result of the REM contract renegotiations as a potential source.

Thereafter, and as a part of the current process, two members of MCCI testified before the Council REM Committee (Public Hearing June 23, 1999) in support of allocating a portion of the projected savings to restore citizen involvement funding for FY 99-00 to previous levels, and a written submission was made part of the record. Additionally, this testimony introduced a proposal of great potential value, namely that a separate "account" (Kim Vandehey) or "dedicated fund" (Kay Durtschi) be utilized to support citizen involvement activities.

It might be pointed out that MCCI is not seeking additional funding for itself, or any additions to its own budget. Rather, it is seeking funding on behalf of all of the citizens of the region.

In terms of priorities which the Council should consider in making allocations from available resources, the first objective of the first goal (among Metro's adopted Regional Urban Growth Goals & Objectives) attaches Metro's very highest priority to citizen participation:

"Metro shall develop and implement an ongoing program for citizen participation in all aspects of the regional planning program. Such a program shall be coordinated with local programs for supporting citizen involvement in planning processes and shall not duplicate those programs."

Adequate funding for such an effort is a necessary concomitant. To the extent that any language controls or influences the disposition of the funds to be allocated during the current process, this particular language is paramount. It applies to land-use, transportation and greenspace activities (RUGGO's 3.2) and implicitly to other "issues of regional concern". Similarly, statewide land-use planning Goal 1 provides that communities *must* provide enough funding for *continuing* citizen involvement programs.

MCCI's application is not competitive with the legitimate applications of other interested parties. Instead, it coincides with them and supports them, in that citizen participation must be an element of the activities they endorse. Accordingly, no other applicant's allocation will be "reduced" by amounts reasonably and necessarily expended upon citizen participation.

The specific amount(s) to be allocated (representing a good faith estimate of citizen involvement funding requirements) can be determined by the Metro Council through consultation with the Executive Officer, as Departments within the Executive Office ought readily to be able to supply the facts regarding expenditures during the previous budget period, and can also supply projections relative to additional known and anticipated near future expenses. Growth Management, for instance, has established estimates related to satisfying the notice requirements of Ballot Measure 56. Transportation, REM & Parks and Greenspaces each will have identified similar potential costs.

The Council, too, has the capacity to define its own projected needs in these two areas by referring to past budgets and expenses. Additionally, funding for a series of "Listening Post" activities (so well-received by the public recently in connection with regional transportation needs) would allow Councilors to be highly visible as they seek to ascertain the public's views on growth, environmental protection and endangered species issues, and other matters of significant regional concern.

Other parties have testified before the Council REM Committee as to the desirability of establishing funding stability over the 10-year period contemplated for this allocation process, and have requested funds not just for the current year but during the entire period. MCCI also believes that annual allocations adequate to support citizen participation over this period would be appropriate; and would be consistent with (and called for by) the language of Goal 1 recited above, and by statewide Goal 1 as well.

For purposes of convenience, for purposes of evaluation, and for purposes of satisfying the ends of Objective 10 (RUGGO's), MCCI suggests that amounts allocated as a result of the current process be held within a separate line of the Metro budget, instead of being distributed to general department accounts where they may become subject to pressures arising out of perceived exigencies related to other matters. Objective 10, relating to Performance Measures, reads in part:

"Metro Council, in consultation with MPAC and the public, will develop performance measures designed for considering RUGGO's objectives. The term "performance measure" means a

measurement aimed at determining whether a planning activity or 'best practice' is meeting the objectives or intent associated with the "best practice".

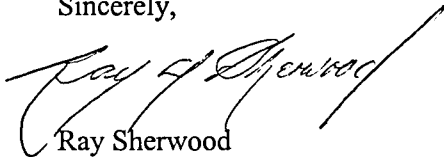
Performance measures for Goal 1, Regional Planning Process, will use state benchmarks to the extent possible or be developed by Metro Council in consultation with MPAC and the Metro Committee for Citizen Involvement"

The use of funds, which would be held separately to support citizen participation activities, and which would be disbursed (perhaps upon approval of the Council) to a department or other authorized applicant in order to defray the costs of a particular, well-defined citizen involvement activity would be subject to review by the Metro Auditor and the Council in determining whether a principal goal, that of well-informed citizen participation, had been achieved during the course of the activity.

MCCI believes that, by providing substantial financial support to citizen participation as outlined above, the Metro Council has an opportunity to demonstrate its often-expressed commitment to citizen involvement by placing it in concrete, measurable form; and that the public would be well served as a result.

The Metro Committee for Citizen Involvement thanks the Council for its attention to all of these matters.

Sincerely,

A handwritten signature in cursive script, appearing to read "Ray Sherwood".

Ray Sherwood
MCCI Chair

**Testimony of Multnomah County Commissioner Serena Cruz before
Metro Council on Thursday, July 22, 1999**

Good afternoon President Monroe and Councilors, I am Serena Cruz, Multnomah County Commissioner representing North and Northeast Portland. I am here to urge you to support Oregon Food Bank's request for \$1 million from the waste contract savings fund.

You have a unique opportunity to set the example for other governments in this state and in Southwest Washington by supporting OFB's capital campaign. As you know, the food bank is embarking on an \$8.5 million capital campaign to build a new warehousing facility. A new facility owned by the food bank will lower its operating costs, make it possible to work with more volunteers and expand the food bank's capacity to accept food donations. Fewer Oregonians and Southwest Washingtonians will go hungry if the food bank is successful in reaching this capital goal.

The problem that OFB is working to address is a large one. Research by the Oregon Hunger Relief Task Force demonstrated that last year 14% of the state population sought emergency food. Of that group 41% were working and 25% were working fulltime. Moreover, Federal food stamp cutbacks have meant that fewer Oregonians in poverty are receiving food stamp assistance and that assistance has declined to an average of 70 cents per meal.

This issue is one that hits me very close to home. I was in one of those families that received emergency food boxes on occasion. We also received food stamps, our church provided us with some food, and the federal government would distribute excess milk and cheese. I look back on my childhood and realize that despite our poverty we had access to tremendous resources so that I never went to bed hungry. That meant that I could focus on

my school work and on my family responsibilities rather than thinking about being hungry. Many Oregonian's aren't as lucky as I was.

I am coming to you because of Metro's waste responsibilities in our region and because of your role as a government responsible for those in our community. There are millions of pounds of fresh produce, fish and frozen vegetables that could be kept out of the waste stream and put to good use feeding our community members. By devoting \$1 million of Metro's savings from the new Waste Management contract to an investment in OFB's expanded food distribution system you will reduce the burden on the landfill. Metro has proven to be an important OFB partner in the past through the Harvest Share program and you have the opportunity to enhance your commitment to this important community service.

If you decide to contribute a million dollars to OFB's capital campaign you would be demonstrating tremendous leadership by being the first government to contribute to this important effort. I have committed to helping the food bank raise the \$8.5 million necessary for the new building and would be able to leverage your contribution to get necessary support from many other governments. I urge you to further your mission and at the same time contribute to a healthier region by contribution \$1 million to the OFB capital campaign.

Thank you.

8512 SW 62nd Av
Portland, OR 97219
(503) 452-0274
July 22, 1999

Metro Council
600 NE Grand Av
Portland, OR 97232

Ladies and Gentlemen:

RE: Illegal Disposal of Wastes on Rural Lands.

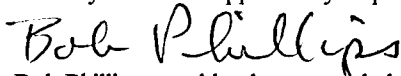
Some people inside the Metro boundary dispose of their wastes in rural areas rather than pay for pickup or disposal at transfer stations. Minimum transfer station fees range from \$15 at Oregon City to \$25 at Hillsboro. As an incentive to reduce illegal dumping, I recommend that some of the savings from the new contract with Waste Management be used to offer free disposal one Saturday each month at the transfer stations. Reducing the cost to zero for disposing a trailer load or pickup load would provide strong incentive for proper waste disposal.

There is precedence for such a program. Metro's collection of hazardous wastes is highly successful. As you know, no fee is charged. The collection dates and places are well publicized, and the public has responded favorably. I am sure you could expect a similar response from a monthly free disposal day. I recommend developing a such a program for household trash, particularly appliances, mattresses, furniture, etc. I'm not sure of the details of providing such a public service or the cost, but I encourage Metro to investigate the possibility and give it a try for a year. I'm confident it will reduce the amount of illegal dumping.

Another way to reduce illegal disposal would be to increase enforcement. This could be done by your present enforcement people by extending their jurisdiction beyond the Metro boundary into rural areas, or by providing funds to sheriff departments to supplement county enforcement activities.

Or perhaps some combination of the above suggestions. I urge your favorable action to provide some relief for this problem of illegal waste disposal on rural lands.

Thank you for the opportunity to present my views.



Bob Phillips, rural landowner and chair of the Clackamas County Farm Forestry Assn. Illegal Waste Waste Disposal Comm., 8512 SW 62nd Av, Portland, OR 97219. (503) 452-0274

July 15, 1999

072249c-14

Councilor Ed Washington
Operations Committee Chairman
Metro Regional Center
600 NE Grand Avenue
Portland, Oregon 97232

Dear Councilor Washington,

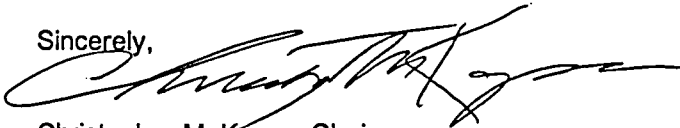
As the Metro Council takes up consideration of changes in waste fees we urge that you continue your support of the regional facilities *by making a decision to reinvest the \$ 1 million in excise taxes collected from the facilities managed by MERC into a pooled fund for capital projects, maintenance, and operational reserves for those facilities.* This request is consistent with policy already in place for regional park facilities and would simply be an extension of what is already considered prudent public stewardship.

As you are aware, the Portland Center for the Performing Arts Advisory Committee is appointed to advise governments and PCPA management on budget and operations of these facilities which comprise the cultural heart of the region. As a consequence, we are keenly aware of the urgency of public funding for capital improvements, maintenance, and operations of the PCPA facilities for broad public benefit. Like the zoo and parks, arts and culture are part of the infrastructure of the region for which Metro is responsible. As the City has seen the importance of regional planning and neighborhood viability, so should Metro support the regional facilities that provide arts and cultural opportunities for all its citizens.

As stewards of an array of regional facilities, it is reasonable for Metro to exercise its authority to ensure that the assets are properly maintained and managed in a manner that guarantees the best return on the public's investment. The circumstances at hand today provide opportunity for the Metro Council to prevent future crises, and to make a significant decision to sustain key public facilities that shape the quality of life throughout our region.

On behalf of the PCPA Advisory Committee, thank you in advance for your leadership in addressing this great opportunity for change.

Sincerely,



Christopher M. Kopca, Chairman
PCPA Advisory Committee
Downtown Development Group

Chuck Clemans
Past President RACC

Michael Davidson
A & E Tax Service

George Forbes, General Manager
Governor Hotel

Melissa Litin
City of Portland

Janice Marquis
Russell Development Company

Jeff Miller, General Manager
Saks Fifth Avenue

Alberto Rafols
RACC

Robert Sylvester, Dean
PSU School of Fine & Performing Arts

Cc: Councilor Rod Monroe, Presiding Officer
Councilor Jon Kvistad
Councilor Bill Atherton

**TESTIMONY OF Lorinda Moholt, Past Chair/Oregon Food Bank
before
Metro Council Regional Environmental Management Committee
2:00 p.m. July 22, 1999**

Chair Washington, members of the Committee: Good afternoon, I am pleased to be here as a citizen-volunteer, and as a board member for Oregon Food Bank.

First, all of us who work as volunteers thank you for Metro's support of efforts to save usable but unsaleable grocery products from the waste stream. Together, we have diverted more than 20 million pounds of good food from the Arlington landfill to Oregon and S. W. Washington dinner tables.

It is food that matters to the thousands of Oregonians who remain hungry in this agriculturally rich, environmentally caring state... a state full of personally generous citizens, corporately caring businesses, and far-sighted officials like yourselves.

It is food that helps 500,000 people and 650 non-profit organizations stretch their limited budgets.

It is food that feeds the poor, the homeless, those without jobs or the prospects of them. It also feeds working people like you and I. Working people who, unlike you and I, don't have enough income available after rent, transportation and medical bills are paid to keep their children's tummies full at night.

I am not sure what that food is worth to you in terms of cost savings to Metro. It is, however, worth far more than any dollar figures we could calculate; because children who aren't hungry learn better, adults who aren't hungry work better, citizens who are not hungry have fewer mental stresses and medical bills.

Clearly, you are a major player in food recovery. Your grants have enabled us to establish a systematic approach to recovering high quality produce from Metro area wholesalers. I've seen where it goes, I've seen the grateful faces of the folks you have helped feed. It is wonderful.

Now, what can we do next?

We can build permanent, expanded facilities to make the recovery of 2 or 3 times as much perishable food possible .

We can improve our statewide food distribution system.

We can build healthier communities.

We can become a national model for cooperative programs between government and private citizens.

And, we can reduce the burden on our landfill.

You know, I am sure, that I come to ask you for \$1,000,000. Just a million, just once! I ask you to support a one-time appropriation of \$1 million to help us build a permanent Oregon Food Bank facility. A place that will save us hundreds of thousands of dollars yearly in rental costs. A facility to recover food, save food, store food, distribute food.

You'll have the money. If you will devote some of the multi-million dollar savings from your new Waste Management contract, we'll leverage it with public and private partners to raise \$8.5 million. Together we'll take a major step toward solving the food-distribution dilemma, a compassionate step in helping hungry men, women and children, a justifiable step in terms of Metro's overall goals.

It's a big ask. It's a big problem. We can provide you with as many details about the project and its impact as you wish. Then I hope you will think about the mission of the Oregon Food Bank as you deliberate in this room, as well as when you dine this evening. Because, as OFB always reminds us, "*no one should be hungry*".

Two men stopped by my house last weekend and asked to do yard work. I said, "Sure", and while we were having lunch later, I told them about this project. They've been to a food bank in Clackamas. They said, shyly and in Spanish, "This is a good idea."

I asked my garbage men this morning what they thought of asking Metro to consider a one time appropriation to support OFB. Both of them said, "Go for it".

So here I am...a citizen who is blessed to be the recipient of so many things this regional government makes possible in a prudent and cost-effective way. A citizen who knows you care, and hopes that you will give our proposal serious consideration.

Thank you.

From: Lydia Rich & Rex Burkholder <lydia@teleport.com>
To: MetCen.MRC-PO(billingtonc)
Date: Thu, Jul 22, 1999 11:16 AM
Subject: Testimony on Garbage Contract "Savings"

To the Council,

I urge the Council to use the savings resulting from renegotiating the waste hauling contract to support Metro's crucial work rather than lower tipping fees.

We should be proud to have public servants like Mike Burton, executive of Metro, the regional government. Mr. Burton took a bold and innovative step when he forced Waste Management to renegotiate what we pay to have our garbage hauled to the Arlington landfill. We need frugal leaders who are willing to push for a better deal for us. Lest you think this is a political advertisement for Mr. Burton, let me assure you it is but an introduction to my main concern: what to do with the projected savings of about \$6 million a year.

One thing that could happen is that our garbage bill could go down a bit. Metro can decide to lower what it charges per ton but there is no guarantee that rates will go down because the cities and counties control rates. So this "savings" could end up going to cash-starved governments even if Metro lowers tipping fees.

Another option Metro has is to use this money to fund its own programs. And there are a lot of good places for it to go.

For example, the Greenspaces Program has acquired over 4,000 acres of open space under the bond measure passed some years ago. Unfortunately, there isn't enough money to develop new parks or maintain existing ones.

Metro's critical planning efforts are funded by an unreliable mix of grants and fees. And

Metro's entertainment arm, including the Oregon Zoo, the Convention Center and Expo, chafes under a 7.5% Metro excise fee added to ticket prices that they say makes it difficult for them to attract customers.

We need Metro. It does what no other governments can do-plan the future of our region and manage our regional treasures. We need Metro to be effective. It's unwise for such critical work to be under funded. Keeping the "savings" from Mr. Burton's shrewd bargain will make Metro more effective for pennies apiece.

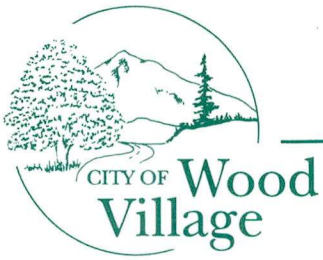
I, for one, think that controlling sprawl, preserving wildlife habitat and reducing traffic is well worth it.

Sincerely,

Rex Burkholder

1912 NE 11
Portland, OR 97212
2822599

Lydia Rich and Rex Burkholder
1912 NE 11
Portland, OR 97212
503-282-7472



Mayor
Donald L. Robertson

Council President
Peggy Jo Minter

Councilors
Pamela L. Christian

Beverly A. Stone

072299c-17

July 19, 1999

Ms. Chris Billington
Clerk of the Council
The Metro Regional Center
600 NE Grand
Portland, Oregon 97232-2736

Re; Recommendation for use of Metro's \$69 Million in disposal savings over the next decade.

Dear Ms. Billington;

The Wood Village City Council is on record as supporting the use of the aforementioned saving over the next 10 years by;

- 1) Using the savings for non-solid waste options such as local or regional planning, parks, and greenspaces.

Respectfully;

Donald L. Robertson, Mayor



SHOREBANK PACIFIC

Ed Washington
METRO Councilor, District 5
600 NE Grand Ave.
Portland, OR 97232-2736

July 19, 1999.

Dear Mr. Washington:

ShoreBank Pacific supports METRO council's consideration of a Recycling Business Assistance Fund. Results of a market assessment would help private sector financiers such as ShoreBank understand the full role we might play and general opportunities in this sector. In addition to diverting materials from the landfill, which we understand is in everyone's interest, a fund with sound credit enhancements could potentially provide for new business formation, employment and recycling/reuse entrepreneurship.

From the banking sector's perspective, a fund could help induce conventional financing while leveraging the public's METRO funds. Additionally, the involvement of private-sector financing can add needed financial discipline and long-term viability to projects.

ShoreBank is a national leader in community development financing. Our efforts in Portland and the region are to link community development and commercial finance with sound environmental practices and innovation. A public-private partnership such as a Recycling Business Assistance Fund is precisely the type of program that can induce the market and meet sound public policy objectives.

Please call me if we can be of assistance.

Sincerely,

John W. Haines
Vice President
ShoreBank Pacific

1200 NW Naito Parkway
Suite 470A
Portland, OR 97209
Tel 503-916-1552
Fax 503-827-5003





CITY OF
PORTLAND, OREGON

- 072299c-19
Dan Saltzman, Commissioner
1221 S.W. 4th Avenue, Room 230
Portland, Oregon 97204
Telephone: (503) 823-4151
Fax: (503) 823-3036
Internet: dsaltzman@ci.portland.or.us

June 9, 1999

Mr. Rod Monroe
Presiding Officer, Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. ~~Monroe~~: **Rod**

I understand that the Regional Environmental Management Committee, chaired by Councilor Ed Washington, will be meeting tomorrow to discuss the projected savings due to reduced costs for the transport and disposal of solid waste. The savings are considerable, and this is good news for the region. I am writing to support allowing a portion of the savings to be used for non-solid waste purposes.

As an MPAC member, I am keenly aware of the pressing need for additional funding for growth management and planning programs. We have spent the past several weeks discussing what level of planning needs to happen before urban reserves can come into the Urban Growth Boundary. MPAC members have also spent the past several years trying to make changes in our jurisdictions to implement the 2040 Plan. Urban reserve planning and 2040 implementation take funds that are in short supply in this region.

I suggest using a sizable portion – maybe half – of the savings to fund planning in the urban reserves and to support implementation of the 2040 Plan inside the UGB. *Every* jurisdiction can do more to enhance livability and prevent sprawl. Local jurisdictions could work with you to ensure that the funds are used to yield great results. The timing is perfect, because the need is clear.

I encourage the Committee and all of Metro Council to support a transfer of funding to support important planning in our region.

Sincerely,

Dan Saltzman
Commissioner

Cc: Mike Burton

**CITY of BEAVERTON**

4755 S.W. Griffith Drive, P.O. Box 4755, Beaverton, OR 97076 TEL: (503) 526-2481 V/TDD FAX: (503) 526-2571

072299c-20

ROB DRAKE
MAYOR

June 7, 1999

Mr. Rod Monroe
Metro Presiding Officer
600 NE Grand Avenue
Portland, OR 97232

Subj: Enhanced Funding for Land Use Planning

Dear Rod:

This letter is to encourage and support your efforts to allocate additional funding for Land Use Planning under Metro's jurisdiction. There is a huge need to assist local jurisdictions in their efforts to comply with Metro planning requirements. As Metro considers allocation of its Solid Waste Fee surplus, it should consider using a portion of this money to continue and assist with planning efforts.

Local jurisdictions are using significant local resources to change Codes and Comprehensive Plans to incorporate Metro's Functional Plan requirements and other updates to assist in implementation. There is also a huge need to fund local grants to support Urban Reserve planning efforts. The cost of this long term planning is very significant. Currently, there is over 18,000 acres in Urban Reserves that has the potential for needed planning.

Additional funding needs include Goal 5, stormwater and watershed planning, Measure 56 notice requirements for Functional Plan changes and natural hazards management.

It is imperative that Metro considers additional funding for critical planning needs.

Sincerely,

Rob Drake
Mayor



CITY OF
PORTLAND, OREGON

0722990-21
Dan Saltzman, Commissioner
1221 S.W. 4th Avenue, Room 230
Portland, Oregon 97204
Telephone: (503) 823-4151
Fax: (503) 823-3036
Internet: dsaltzman@ci.portland.or.us

June 19, 1999

Mr. Rod Monroe
Presiding Officer, Metro Council
600 NE Grand Avenue
Portland, OR 97232

Dear Mr. Monroe:

I am writing to urge the Metro Council to consider support of local and regional 2040 planning needs in deciding what to do with the projected savings due to reduced costs for the transport and disposal of solid waste. The savings are considerable, and this is good news for the region.

As an MPAC member for five years, I am keenly aware of the pressing need for additional funding for growth management and planning programs. We have spent the past several weeks discussing what level of planning needs to happen before urban reserves can come into the Urban Growth Boundary. MPAC members have also spent the past several years trying to make changes in our jurisdictions to implement the 2040 Plan. Urban reserve planning and 2040 implementation take funds that are in short supply in this region.

I suggest using a sizable portion of the savings to fund planning in the urban reserves and to support implementation of the 2040 Plan inside the UGB. *Every* jurisdiction can do more to enhance livability and prevent sprawl.

Our Achilles' heel is in funding for local jurisdictions, in that they must work with Metro to ensure that we rise to the 2040 aspiration. The timing is perfect, because the need is clear.

I encourage the Metro Council to support a transfer of funding to support important planning in our region.

Sincerely,

Dan Saltzman
Commissioner

Cc: Metro Councilors
Mayor Vera Katz
Portland City Commissioners

**Port of Portland**Box 3529, Portland, Oregon 97208
503/231-5000

0722990-22

June 23, 1999

Ed Washington, Chair
Regional Environmental Management Committee
Metro
600 NE Grand Avenue
Portland, OR 97232-2736

Dear Councilor Washington:

I commend Metro for its success in bringing down the region's costs for solid waste disposal and transport. The \$60 million in savings over the life of the Waste Management contract can provide new resources for addressing some of the region's critical needs.

Clearly, one such critical need is maintaining the region's livability. Protecting natural resources while responding to growing demand for transportation services and infrastructure is, I believe, an important aspect of maintaining livability. However, funds to pay for either transportation infrastructure or environmental enhancements are increasingly scarce.

Because of this, I urge Metro to consider using a portion of these savings to enhance protections for greenspaces, endangered wildlife, and other natural resources associated with key transportation improvements. An investment in this area would seem to meet multiple Metro objectives.

One specific project worthy of consideration for utilizing these savings is the North Marine Drive widening project, adjacent to Smith and Bybee Lakes Natural Resource Management Area. This project represents a partnership between the City of Portland, Metro and the Port of Portland. It will improve a City arterial which provides access to the region's marine terminal facilities, Kelly Point Park, and Smith and Bybee Lakes Natural Resource Management Area.

The project will improve safety and increase protection of the Smith and Bybee Lakes Resource Area. While road widening, a traffic signal, and bike lanes are the motivating transportation elements of the project, a noise berm and buffer, landscaping, treated stormwater drainage and spill protection, and extension of the 40-mile loop trail also have been recommended as project elements. Currently, there is a funding gap of \$2.3 million to build the project with all proposed resource protection elements.

Ed Washington, Chair
June 23, 1999
Page 2

Allocation of a portion of the solid waste savings to fill this gap would provide funding for the resource protection and enhancements advocated by the citizens committee for the project, the Smith and Bybee Lake Management Committee, and Metro staff. I urge your consideration of funding for this project.

Yours very truly,



Mike Thorne
Executive Director

- c: Councilor Rod Park, Vice Chair, Regional Environmental Management Committee
Councilor Susan McLain, Regional Environmental Management Committee
Councilor Rod Monroe, Presiding Officer
Councilor David Bragdon
Councilor Jon Kvistad
Councilor Bill Atherton
Mike Burton, Executive Officer



0722990-22

City of Portland
Vera Katz
Mayor

June 23, 1999

Rod Monroe, Presiding Officer
Metro Council
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mr. Monroe and members of the Council;

The Metro Council recently began hearings on possible use of revenue savings from the garbage contract with Waste Management. We believe that these savings represent an opportunity to advance the region's environmental agenda. With the adoption of the Regional Framework Plan, Metro identified the need to preserve and improve open spaces and other regional environmental resources within the Urban Growth Boundary. This objective's importance was elevated by the recent federal action listing salmon as an endangered species.

We request that you fund several environmental improvements associated with transportation projects. The additional funding will remove existing constraints to wildlife use of natural corridors and/or restrict human access and enjoyment to these natural features. Taken together, the funding of these improvements will help the region achieve its goal of building a sustainable region.

The projects that we are proposing are listed below in order of priority:

1. Foster Road at 162nd Avenue and Kelly Creek \$2.7 million

With the recent approval of \$600,000 in MTIP funds, the city now has \$2.8 million in funding for the project. The relocation and realignment of Foster Road to minimize its impact on the creek will cost an additional \$1.0 million. The MTIP funds provide for an arch culvert crossing of the creek, which meets the minimal requirements for fish passage. However, to meet Metro's request to build a bridge would cost an additional \$1.7 million. The bridge will allow the Kelly Creek trail to pass under the roadway, which is a benefit to both hikers and to wildlife.



2. North Marine Drive

\$2.7 million

The \$2.7 million would fund the construction of parts of the region's 40-mile loop trail, noise walls to protect the trail and other natural areas from highway and railroad noise, landscaping, special storm drainage and spill protection to protect Smith and Bybee Lakes and the wildlife which use the area. It would also fund the relocation and enhancement of the parking lot used by visitors to Smith and Bybee Lakes.

3. Grant Warehouse

\$500,000

The Grant Warehouse at NE Martin Luther King, Jr. and Fremont was the site of a significant environmental hazard created as the result of improper storage and disposal of chemicals. Emergency cleanup of the site has now been completed. The next step is to purchase of the site and demolish the existing building. This will allow the site to be redeveloped and contribute to the main street which is now emerging on Martin Luther King, Jr. Blvd.

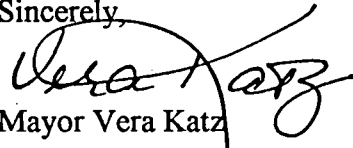
4. Southwest Trails

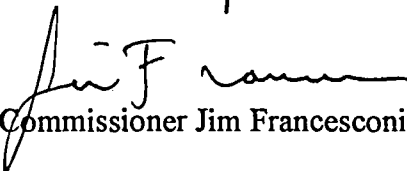
\$300,000

The city staff is currently working with the Southwest Trails committee to develop a primary network of trails within Southwest Portland. These trails would supplement the existing street system and create connected pedestrian routes throughout the district. Many of these trails provide access natural areas such as Fanno Creek and its tributaries and area parks and regional open spaces. We request Metro set aside an appropriate amount of funds to pay for the addition of these critical missing links to the region's trail system.

Thank for your consideration of these projects. Each of them are an important link in our efforts to create a more sustainable and livable region. If you have any questions, please do not hesitate to give one of us a call.

Sincerely,


Mayor Vera Katz


Commissioner Jim Francesconi


Commissioner Charlie Hales


Commissioner Erik Sten

Memo

To: Councilor Rod Monroe
From: Susan Vofseler
CC: Disposal Fees
Date: 06/14/99

Susan Vofseler is a resident of NW Portland, she phoned to state that she would not like the disposal fees to be reduced, but to rather use the funding for recycling. Message logged on 6/11/99.



Hope from Homes

THE ENTERPRISE FOUNDATION

0722 790-25

JAMES W. ROUSE
CO-FOUNDER
1914-1998

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ROBERT S. McNAMARA

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PATRICIA T. ROUSE

WILLARD G. ROUSE III

JOHN C. SITES, JR.

J. McDONALD WILLIAMS

KAREN HASTIE WILLIAMS

PAUL TZAGUIERRE

BARRY ZIGAS

July 16, 1999

Ed Washington
Metro Councilor, District 5
METRO Council
600 Northeast Grand Avenue
Portland, Oregon 97232-2736

Dear Councilor Washington:

The Enterprise Foundation fully supports the METRO Council's action of budgeting \$2 million dollars to the development of a METRO Recycling Business Assistance Fund. The proposed Fund will provide an essential resource for businesses to expand in our region thereby creating new jobs and capital to assist low-income residents to move up and out of poverty.

As a first step, Enterprise has committed to work with Metro staff on the creation of a Recycling Business Market Assessment to determine the feasibility of a Fund and the capital needs of recycling ventures. While initial evidence points to a need for low-cost economic development funding for recycling ventures, it is not yet clear the extent of this need. The completion of a Market Assessment is a smart step that will provide us with the needed data to make an informed decision on the size and structure of any assistance.

With Metro earmarking \$2 million for a Fund and the outcomes of the market assessment, Enterprise, with its partners Cascadia Revolving Fund and Shorebank Pacific, is committed to developing a Fund that will match public investment dollar for dollar with private sector funds. We look to begin the market assessment process immediately leading to a two- to three-year pilot program supporting regional recycling business ventures.

We feel the support of these ventures accomplishes several key goals that meet both Metro's and Enterprise's missions, including:

- A healthier urban environment by extending the use of limited resources through recycling, reuse and remanufacturing;
- Increasing household income by providing jobs with living-wage salaries and marketable skills;
- Building a solid financial foundation and networks for waste diversion businesses through affordable capital and technical assistance;
- Raising public awareness of recycling efforts and the use of products utilizing recycled content; and
- Land and water conservation through these diversion efforts.

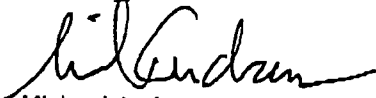
OREGON OFFICE

1020 SW TAYLOR STREET, SUITE 800 • PORTLAND, OREGON 97205 • 503.223.4848 • 503.223.8955 FAX

We think that a public-private partnership is essential to the success of Metro's efforts to support business recycling ventures. Since Enterprise's presence in Portland in 1990, we have been an important player in the revitalization of the low-income neighborhoods through both housing and economic development. Enterprise has already committed over \$50 million dollars in grants, loans and equity in Portland, which has leveraged over \$175 million in further private investment. Enterprise wants to continue this effort through the development of a public-private METRO Recycling Business Assistance Fund.

The Enterprise Foundation is looking forward to continue our discussion with the Metro Council and staff on the public-private development of a Fund to support recycling businesses. The establishment of this Fund will create a new, exciting public-private partnership in our region and signal that we are continuing to seek world-class solutions to local issues. Myself or Rob Bole are available to answer any questions you may have about this proposal. We can be reached at 223-4848 extensions 15 and 22 respectively.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Andrews", written over a horizontal line.

Michael Andrews
Director

Testimony before the Metro Operations Committee

July 22, 1999

Good afternoon Mr. Chair and Members of the Committee.

For the record, my name is Larry Harvey and I reside in Tualatin, Oregon. I am here today on behalf of a large conglomerate of individuals and organizations ranging from small business owners to cultural advocates to hospitality groups and lodging interests. Collectively they represent a strong community interest in our regional facilities and the important role the facilities play in our economy, as well as their contribution to our quality of life.

The opportunity that you now face with regard to regional facilities is a true sign of the progress of our region; progress in the economy and in your ability to make sound management decisions that benefit your constituents. As a result of that opportunity, I am here today to offer support and suggestions for your consideration.

The concepts and ideas we are suggesting aren't really rocket science, but they are important policy decisions. In fact, our proposal with regard to the facilities is actually an extension of a policy Metro has already implemented in another area under its jurisdiction. Consequently, we submit that our proposal is both good public policy and sound management policy based upon empirical evidence and practical experience.

Currently, Metro collects an excise tax at the Oregon Convention Center and EXPO, as well as from the parks and greenspaces it operates. Wisely, Metro has determined it is good policy to reinvest the excise tax collected through the parks back into the parks system. We believe that sound investment is prudent and believe it would also be wise to implement the same policy with regard to the regional facilities.

Facilities Testimony by Larry Harvey

July 22, 1999

Page 2

The tax collected from the facilities this year will probably be about \$900,000. If there is to be an expansion of the OCC, that will probably drop off slightly for a time during construction and then rise again to the level of approximately \$1 annually. We believe that reinvesting those funds in the regional facilities would be not only a sound investment, but that it would protect the investment of the region's taxpayers by maintaining and safekeeping the condition of the facilities.

In addition to utilizing the funds that are now collected as excise tax for facilities maintenance and operations, the funds could also be placed in a reserve fund that Metro wisely established within the last four years. The rationale behind this proposal simply stems from experience. While we have had the comfort of a strong economy in our region for some time now, we know that there will, at some point, be leaner times. We also know that as buildings age, capital investments are necessary in order to keep those buildings operable and safe. Funding the reserve fund for future large capital expenditures would reduce, if not eliminate, the possibility that Metro may have to make a large infusion of cash at some later date.

As I stated earlier, these suggestions are not unreasonable or illogical. In fact, Metro has taken many of the necessary preparatory steps to make the implementation of these operational suggestions possible. There is broad community support for the regional facilities and for this modification in your policy, as you will be able to tell from the additional testimony you'll receive today and next week.

I appreciate your time today and strongly encourage you to listen to some of the other folks here today and throughout the region who will underscore the importance of reinvesting the excise tax into the regional facilities. Thank you again and I'd be happy to answer any questions you might have.