

A G E N D A

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



METRO

MEETING: METRO COUNCIL/ METRO POLICY ADVISORY COMMITTEE
JOINT MEETING
DATE: May 28, 1998
DAY: Thursday
TIME: 5:30 PM
PLACE: Room 370 A & B

Approx.
Time

5:30 PM	CALL TO ORDER
(5 min.)	1. INTRODUCTIONS
(5 min.)	2. WELCOMING REMARKS BY COUNCILOR SUSAN MCLAIN
(5 min.)	3. INTRODUCTION AND COMMENTS BY DEBBIE MCCABE, FACILITATOR
(75 min.)	4. ROUNDTABLE DISCUSSION ON REGIONAL FUNDING ISSUES AND TOOLS
7:00 PM	ADJOURN



METRO

The following is a summary of the funding issues and funding tools suggested by the Executive Officer in his memo to MPAC of May 12, 1998.

FUNDING ISSUES

1. **2040 Master Planning**
 - \$240,000 allocated for ALL local planning activities in FY 98-99 budget, most likely to be distributed as grants
2. **Urban Reserve Concept Planning**
 - \$240,000 allocated for ALL local planning activities
3. **Transportation Infrastructure**
 - Maintenance and building of roads and development of mass transit
4. **Transportation Planning**
 - No current dedicated funding source (use federal dollars and excise tax)
5. **Public Infrastructure**
 - For urban reserves brought within the UGB, includes roads, water and sewer systems, schools, parks, fire stations, etc.
6. **Open And Maintain Acquired Natural Areas**
 - Bond measure allowed purchase of open spaces, but did not provide for access development, maintenance, etc.
7. **MERC Capital Needs**
 - i.e. Civic Stadium, Convention Center, Performing Arts Venues, etc.
8. **Art**
9. **Schools**
 - Capital and operating funds

FUNDING TOOLS

- ✓ **Identify Efficiencies and Reorganize Service Delivery**
- ✓ **Develop Partnership with State for Infrastructure – capture portion of increased state income tax**
- ✓ **Value Increase Capture – create special district in developing urban reserves**
- ✓ **Increase Metro Excise Tax**
- ✓ **New Taxes**

Objective: Develop a State Growth Fund package to be considered for funding by the '99 Oregon Legislature

I. What's in the package?

- State Growth Fund for local government grants to assist with the design and construction of public facilities.
- State-wide portion of program to augment transportation funds and economic development projects
- For fast-growing portions of the state (Medford, Bend, Metro region, etc.) have portion of fund dedicated to sanitary sewer, water, storm drainage/water quality facilities, parks and open spaces and school sites and buildings.
- In the Metro region, funds tied to demonstration of compliance with HB 2709.
- \$200 million per year made available

II. Who's package is it?

- MPAC's

III. How is it developed?

- Through the summer, MPAC designs a package and works with other local jurisdictions, citizens, interest groups and the Metro Council.
- In the metropolitan area, could suggest that the legislative package be structured so that funding criteria determined by Metro Council after development of recommendations by local jurisdictions, as represented by MPAC.
- For the Metro region, consistency with the 2040 Growth Concept and compliance with Urban Growth Management Functional Plan, coordination with transportation funding and plans and Greenspace policies are likely starting points for criteria.
- Could suggest that the legislative package specify that grant awards in the metropolitan area determined by review of applications and recommendations from MPAC, with final determination by Metro Council. Extensive public participation solicited prior to awards.

Objective: Develop a transportation improvement package to be considered for funding by the '99 Oregon Legislature

I. What's in the package?

- 5-year schedule of improvements
- focus on Modernization and managing growth
- multi-modal
- jurisdictionally blind
- build projects that can be implemented within the next 5 years
- include funding for development on projects for the following 5 years
- include freeways, freight projects, major arterials, projects to support Main Streets and Centers, transit capital improvements and transit service expansion
- complete past commitments (like Sunset Highway and I-5/Kruse Way) and start new programs/projects

II. Whose package is it?

- JPACT's

III. How is it developed?

A. Integrate with completion of the RTP update:

- Develop the components of the "Strategic RTP" into 5-year increments, with the first increment tied to the '99 Legislature
- Establish the overall framework for the long-term transportation need with the focus being on the short-term, first phase
- Establish the overall framework for transportation funding from growth-related sources, general transportation user fee sources and special transportation levies
- Integrate with the public outreach and adoption activities this fall; include in materials for Transportation Fair scheduled in conjunction with Westside opening day

B. Integrate with the STIP update

- Limited funding will be available in the next STIP for Modernization due to the state priority for Preservation.
- Due to limited funding, a significant number of applications will be made which will go unfunded.
- In the spring, significant public outreach will focus on the unfunded demand for projects in the STIP.
- Link the constituencies for unfunded projects to the '99 Legislative effort.

WILL SUCCESS SPOIL PORTLAND, OREGON?

RECEIVED
MAY 15 1998
EXECUTIVE OFFICER

When Jim Jeddloh called me last fall and said, "Wieden, look, this is fantastic, buddy, the Chamber of bloody Commerce would like you to speak!"

I don't know what I was thinking but I said "Cool."

I wasn't thinking, obviously, because I hate public speaking. I must have been envisioning a *chamber*, you know, a small room—a couple of dozen folks sitting around eating scones and reading the Wall Street Journal. I assumed we'd just have an intimate little chat this morning.

But look at all of you. Good God.

Actually I was warned last week that this might be a big crowd, and a very influential one, so I thought I'd better find something profound to say. Or at least profoundly important to me. And here it is:

SLIDE: WILL SUCCESS SPOIL PORTLAND, OREGON?

It worries me.

I have a deep affection for this stretch of geography we call Oregon. It's hard to put your finger on what exactly is going on here, but the culture, the values seem to spring out of this particular land mass. They are tied to this particular sense of place.

This place.

It grounds us, comforts us, drives us stir-crazy, but ultimately, defines us as much as we try to define it.

I find myself obsessed with Oregon. Which is odd. Because I spent most of my twenties trying to find a way out of this moss infected swamp. It was so bloody parochial, so *yesterday*.

But I am a native. Restless at times, but a native. Fourth generation actually.

Now it was at this point in writing the speech that I started wondering what that really meant. Fourth generation. So I called up my aunt and got the lowdown on my great grandfather.

Basically he was a 15 year old runaway from Washington D.C. When he jumped off the steamer here in 1869, Portland was looking a whole lot different than it is today.

Which reminded me. I had purchased a three volume history of Portland, written in 1911 by Joseph Gaston. I got so rapt up in it that I completely lost the point of what I was trying to communicate. But look:

SHOW SLIDE OF FIRST HOUSE

Here is the first house in Portland, erected in 1844 at Front and Washington Streets. That is exactly two blocks from our office.

It makes me think of a quote from Michael Lewis, "Other things being equal, the new will arise where the old simply does not exist."

Then look, here's Front Street just eight years later.

SHOW SLIDE

Third man from the right in the tall hat is Henry Corbett, next to him is Thomas Dryer founder of the Oregonian, next to him is W.H. Barnhart, first agent for Wells Fargo in Oregon.

Four years later, here is a view of Portland from the east side of the river.

SHOW SLIDE

Things are moving right along. So by the time my great grandpa Frank arrives in 1869, you've got a happening place with a population just under 9,000 including:

- 7 wholesale liquor dealers
- 9 livery stables
- 13 meat markets
- 4 photographic galleries
- 20 cigar and tobacco dealers
- 6 breweries
- 5 bakeries
- 2 brickyards
- 4 banks
- 14 printers

**1 match factory
1 soap factory
2 box factories
21 dress makers
5 dealers in Chinese goods
2 book binderies
1 tannery
5 wagon makers
6 blacksmiths
2 express companies
3 railroad companies
5 tailors
2 telegraph offices
13 licensed draymen
2 undertakers
plus an auctioneer and a wigmaker**

Who knows what really brought the Corbetts, the Dryers, the Barnharts and others out into these rain soaked woods.

While being isolated out here on the fringe of civilization must have been a rush for these guys, they were also driven to connect up and do business with the world they left behind.

Take James Watt. This guy brought the first flock of sheep 2000 miles across plains and mountains into Oregon and went on to start the first woolen factory. If that weren't enough, Watt was also the first big time overseas exporter, shipping a cargo of Oregon wheat to Liverpool in 1868.

It was a great deal. You lived out on the outskirts of civilization doing things your own way, creating your own life, your own culture with just enough contact with the rest of the world to make a few bucks.

That is the quintessential Oregon experience.

Even for the original Oregonians: the Mohawk, the Santiam, the Multnomahs, the Wah-la-la and others. The first chamber of commerce meeting in these parts had nothing to do with the white man.

What the Native American businessmen learned is that keeping the rest of the world at arm's length ain't that easy.

When Lewis and Clark drifted into town, there were over 100 tribes in Oregon. Today there are but nine federally recognized tribes and four reservations.

It wasn't just the guns and the germs that proved ruinous, it was also a fundamental clash of cultures, a battle of ethics and value systems that led to the great Indian wars here in 1856.

Listen to this report of an early conversation that foreshadowed the tragedy: "Is it right to kill the Americans?" a Cascade chief asked John McLoughlin one day. "What," roared the doctor. "Well, they or we must die," replied the Indian calmly. "Not only do they spoil our forests and drive away our game, depriving us of food and clothing but with their bad morals and religion they poison us with disease and death. We must kill them, or let them kill us."

Yeah, that was a long time ago. But from where I sit it's déjà vu all over again. Like Corbett, or Watt, I had a sweet little deal going. I lived here far from the maddening crowd, doing this ad agency thing, with just enough contact with the rest of the world to make a few bucks.

Instead of shipping wheat, or wool, or semiconductors, at Wieden & Kennedy we began exporting something far more subversive. We began exporting brands.

A successful brand is in essence a sort of mini culture. It has a voice, a personality, and a value system. Properly constructed, a brand has unbelievable magnetism.

Author Benjamin Barber argues that these little mini-cultures have become more potent than armaments. McDonalds in Moscow and Nike in China will do more to create a global culture, he said, than military colonization ever could.

It is less the goods than the brand names that do the work, for they convey lifestyle images that alter perception and challenge behavior.

Let me show you how we've been changing behavior, attacking cultures all over the world:

RUN VIDEO

We're good at what we do. And as a result, the agency has grown from 4 people and a cardtable in 1982, to a global network. Today we have 350 people in Portland, 130 in Amsterdam—our major hub for Europe—plus additional offices in New York, London, Tokyo, and service bureaus in Paris, Milan, Barcelona and Melbourne.

But Portland is home. Physically, spiritually, just about anyway you want to cut it. Our culture is a direct result of growing up on the banks of the Willamette—two blocks from where the first log home was built.

We are independent sons-of-bitches, practical, passionate, innovative, loners to some extent, with a perceptible wild streak and a quite twisted sense of humor. That

shows in the work. And that work resonates, in a very subversive way, around the world.

The point is, we know a cultural war when we see one. And this city and this state are in the middle of one as I speak.

First because of the pressures of increased population. Look at the numbers:

SHOW SLIDE OF POPULATION GROWTH

We've got more Oregonians now than we know what to do with. Immigration has become so rapid and so pervasive that we are in danger of looking and acting more and more like every other state in the nation. What percentage would you guess of the total population here was born here? What percentage of us are native Oregonians?

SHOW SLIDE OF NATIVE OREGONIANS

Survey says: 46 percent. Not so bad you say? Look at Pennsylvania.

SHOW SLIDE OF PENN. NATIVES

Eight out of ten people living there were born there. The fact is some 41 other states have a higher percentage of residents born in state than we do.

Actually the good news is that while immigration has continued, it isn't all from the dominant yuppie culture.

SHOW SLIDE OF MINORITIES

Minorities in Oregon have increased 50 percent over the last ten years, with the biggest growth coming from Hispanics. These figures do not include a burgeoning Russian community, or people from the former Soviet Union, as the census classifies them as white.

This kind of diversity enriches us, makes life interesting. Makes us interesting to others. What is troubling, to quote Barber, is this onrush of economic and ecological forces that demand integration and uniformity and that mesmerize the world with fast music, fast computers and fast food pressing nations into one commercially homogenous global network: one McWorld tied together by technology, ecology, communications and commerce.

Now I'm a simple ad guy. I am not a social scientist, or a politician, a historian or, for that matter, a psychiatrist. I have no ax to grind, and little to back up my observations or, more accurately, my fears. But I worry that the winds of change—

winds, hell—the hurricane of change that is tearing through this country and the rest of the world will rip at our fundamental values and Northwest idiosyncrasies until they peel off like some tin roof banging its way toward oblivion. All this worry from a man who runs the 25th largest ad agency in the nation. Who works with such small struggling clients as Microsoft, Nike, Coke, ESPN, and Miller Beer.

It's time for a cry, Dan, it's Miller time.

Okay, it's hypocritical. Big deal. I suppose your lives are totally consistent? Look, I love my clients to death. I believe in what they are up to. And I know more about their motivations and tactics than you ever will.

But I also believe in cultural diversity. And it was diversity that made our clients succeed. These companies carved a place for themselves *because* they were different, apart from the norm. Will success spoil Portland, Oregon? Answer: Not if we don't want it to. I've got a plan.

I propose that everyone living in and doing business in Portland as of 9:00 am this morning be formally recognized as a *native* Portlander. Not just a resident, but a *native*.

Hell, let's extend it to the whole bloody state. You live here now, you are a native Oregonian.

Start acting like one. Quit looking for ways to turn every wide spot in the road into a strip mall.

Stop taking 40 cents out of every dollar you spend eating out and waste it on fast food.

Instead put that butt down at places like Moe's in Newport, or the Pine Tavern in Bend, or the Geiser Grand Restaurant and Saloon in Baker City, or the McCoy Creek Inn by Lake Harney, or Tad's Chicken and Dumplings on Sandy River.

Quit thinking what this place needs is another golf course.

Or a chain of coffee bars.

Open a GAP in LaGrande? Forget about it. By the way, it's Gleason not Glisten. I don't care what you've heard.

You're a native now, so take the next rainy weekend and spend it in any of the ramshackle inns that dot the coastline.

Or see a play at the Stark Raving Mad theatre. Or take the mike at a poetry slam.

But for Christ's sake stop turning family farms into sub-divisions. Stop ignoring your neighbor. Better yet, stop ignoring your schools, man.

Stop ignoring your schools.

In closing, you'll be pleased to know that we have spent the last ten years branding the State of Oregon. Trying to protect what is special, and celebrate our weirdness and our one-of-a-kinds. Trying to remind Oregonians how truly blessed they are to draw breath here.

SHOW PRINT AD SLIDE

This from a recent ad:

On the eastern end of the Columbia Gorge, Washington melts down into slabs of earth, the river runs wide below and Oregon rises up the other side. When you stand on the bluff and look out at the world it all comes together. This is Oregon, the name that launched one of the largest overland migrations in the history of humanity, spiritual home for Native Americans, where Lewis and Clark fell to their knees at the Pacific, a bastion of big trees where mountains have spirit and shape. This is loved land. Pick a blade of grass and put it in your pocket. Oregon. Things look different here.

Indeed they do.

Thank you very much.



METRO

May 12, 1998

Jon Kvistad, Presiding Officer
Metro Council
600 NE Grand Avenue
Portland, OR 97232-2736

Dear MPAC Committee Member,

You will be meeting on May 28 to discuss how to pay for planning and the infrastructure needed for implementation of the Regional Framework Plan and development of the urban reserves. This is an important topic, and I am delighted to have the opportunity to work with you in developing a regional strategy on this issue. Metro is ready and willing to work in cooperation with you on this important task. Therefore, at the request of several members of MPAC, I have asked Jennifer Sims and her staff to outline the issues and opportunities we have regarding this.

Tight budgets and lack of revenues are a fact of life in government today. A segment of the population would like the public to believe that government is awash in money and can afford to do everything under the sun while cutting taxes. Those of us working in local government know that is not true. To us, however, falls the duty to meet public demands and plan for the future, despite limited resources to do so. We all have significant needs for a variety of programs and facilities, and Metro is no different from other local governments in that regard.

Funding issues that need to be considered at your retreat include:

- Metro's charter-mandated primary mission is regional land use and transportation planning. Despite this, planning is the only major function at Metro without its own dedicated funding source. We fund planning activities by federal grants (primarily for transportation planning) and our excise tax.
- You have asked for help in paying for local planning. It is only proper that we help you with your efforts to comply with the Regional Framework Plan, but our limited discretionary funding prevented us from doing all that we would have liked to do. MPAC requested \$400,000 for local assistance this year, and we were only able to fund \$200,000.
- The Regional Framework Plan implementation is perhaps the least expensive of the planning needs facing us today. We need to begin developing master plans for the urban reserves to ensure that they develop in the most efficient manner once they are brought inside the Urban Growth Boundary (UGB).

*trans
planning*
*240
planning*
*46 res
concept
planning*

public infrastructure
trans. infrastructure
open up + maintain natural areas
capital needs for MERC facilities
art
schools

- Once urban reserves are brought inside the UGB, public infrastructure must be provided. These areas will need roads, water and sewer systems, schools, parks, fire stations, and other public improvements.
- Every unit of government in the state is concerned about transportation needs. We are fast losing miles of existing roads to inadequate maintenance, and it is almost impossible to build the mass transit facilities necessary for life in the 21st century.
- Several years ago, voters overwhelmingly approved a bond measure to allow Metro to acquire regionally significant open spaces. Metro has been working diligently to fulfill that commitment, and so far we have acquired about 3,200 acres. Preserving the land for public access is only a piece of the puzzle. We now need money to open these lands for public use and to maintain them.
- MERC operates a system of regionally significant facilities that contribute to our economic well-being and which provide us opportunities to participate in the arts and to gather to enjoy special interest events. The operations of these facilities now have been placed on a sound basis, but there are still significant unmet capital needs at all of these facilities.
- Speaking of MERC naturally leads to a consideration of the regional arts organizations. Art is a necessary part of modern civic life, yet remains a significantly under-funded activity. The arts organizations have long looked for regional funding to help maintain a healthy arts scene in this area.
- Finally, there are the schools. All schools have been hard hit by Ballot Measure 5 and are seeking additional sources of funding.

Metro is ready and willing to help you address these needs, yet our capacity to make additional financial commitments is limited. Metro has an annual budget of \$409 million, yet all but \$10 million of that is dedicated by charter, statute, or bond covenants for specific purposes. Metro is unlike most other local governments in that our general fund is such a small portion of our total budget. Our general fund is only \$10 million and is funded entirely from the excise tax. The excise tax is a tax on users of Metro's services and facilities, and so it diverts needed revenue from (and adds to the cost of) the Zoo, the Oregon Convention Center and the Expo Center, and the solid waste system. It is currently at 8.5% on solid waste and 7.5% on all other services.

Tools

There is no one perfect solution to all of the needs we must address. The forum that you will hold on May 28th can, however, identify a variety of options that will move us in the right direction. There are five primary tools that I believe we should be considering:

1. Continuing efforts to identify efficiencies and to reorganize service delivery.

reorganize service delivery (efficiencies)

With the cutback in government funding over the past several years, all governments have learned how to be more efficient in what they do. We must redouble these efforts and

continue to look for new opportunities to cut costs while increasing the quality of our services. An integral part of this effort should include considering reorganization of service delivery mechanisms. Just because something has traditionally been done one way, does not mean that there is not a better way to do things, or another unit of government better suited to providing that service. We need to think creatively about how we do what we do. Metro is ready and willing to help in looking at service delivery mechanisms.

2. Working with the legislature to develop a state-wide solution (such as a State Growth Fund).

It has long been axiomatic that local governments make economic growth possible through the provision of local services (water, sewer, roads, etc.) and the state reaps the benefits through the state income tax. We need to be actively working with the legislature to correct this imbalance by dedicating a portion of the increase in state income taxes to help with local growth issues. One idea is to create a State Growth Fund which can make grants to local governments in high growth areas to fund infrastructure improvements.

state partnership grant fund for infrastructure

3. Value Increase Capture.

Once land is designated as an urban reserve and brought into the urban growth boundary, it immediately appreciates in value, creating a major windfall for existing property owners. It is entirely appropriate for us to look at some mechanism to capture a portion of this increased value to help pay for the planning and infrastructure needed to develop this land and to pay for improvements to existing public facilities which could become over-burdened by new residents. Possible mechanisms to do this include Local Improvement Districts or other special assessment districts.

capture value increase (create special district)

4. Increase the Metro excise tax.

Metro has an existing excise tax on the users of its services and that is currently the primary source of funding for Metro's land growth management function. It would be relatively simple to increase the excise tax rate, but that rate is currently at or above the maximum acceptable limit. For example, an increase in the Metro excise tax to collect an additional \$2 million would force a 20% increase in Zoo admission fees.

increase excise tax

5. New revenue sources.

We have major needs in this region, and we may not be able to cover those needs just by becoming more efficient, by relying on the state, or by recapturing increases in the value of raw land. We may also need to consider new revenue sources. Metro staff have put together a brief summary of different revenue sources which may be worth considering. The attached chart summarizes sources mentioned in the past, showing the rates needed to raise \$1 million region-wide. This chart is broken out into "Niche Revenues" (revenues which can be adopted by the Metro Council without a vote of the people) and "General

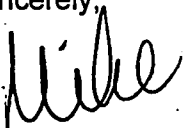
new taxes

MPAC Committee Members
May 12, 1998
Page 4

Revenues" (revenues which would require a region-wide vote). Considerable effort would be needed to pursue any of these revenue sources. Legal, political, capacity, and other limitations could eliminate many (if not all) of these potential sources. Once we have identified the remaining need to be funded, however, we can use this chart as a starting point to calculate the rate necessary for one or any combination of these sources to raise the money to meet that need. PLEASE NOTE THAT THESE CHARTS ARE PRESENTED FOR DISCUSSION PURPOSES ONLY; THEY ARE ILLUSTRATIVE AND SHOULD NOT BE CONSTRUED AS PROPOSALS.

We have a big job ahead of us. I am pleased that MPAC is willing to take the lead in discussing the options we have to meet this need. I have listed several issues in this letter which I feel we all need to address, and I have also listed several options to meet those needs. The Metro staff and I are available to assist you as you embark on this important task. Thank you for your efforts.

Sincerely,



Mike Burton
Executive Officer

MB:CP:rs
Attc.

I:\FUNDING\MPAC\MIKELETR.DOC

cc: Metro Council
Jennifer Sims, Chief Financial Officer
Elaine Wilkerson, Director, Growth Management Services

Long Range Funding Possible Niche Revenue Sources

<u>Source</u>	<u>Rate</u>	<u>Estimated Annual Collections</u>	<u>Difficulty/Cost of Collections*</u>
Auto Rental Tax	.74% of rentals	\$1 million	Medium
Auto Tire Tax	1% of sales	\$1 million	High
Car Sales Tax	0.06%	\$1 million	Medium
Construction Excise Tax	.08% of value	\$1 million	Medium
Hotel/Motel (Transient Lodging) Tax	.47% of room rentals	\$1 million	Low
	Region-wide equalization @ 10%	\$3.5 million	Low
Keno Machine Tax	\$89 per retailer per month	\$1 million	Low
Land Corner Preservation Fee	\$3.78/filing	\$1 million	Low
Lottery Tax	.82% of sales	\$1 million	Low
Metro Excise Tax	.9928%	\$1 million	Low
Motor Fuel Tax (Gas Tax)	\$0.002 per gallon	\$1 million	Low
Motor Vehicle Registration Fee	\$1.00 per passenger vehicle & \$1.00 per truck	\$1 million	Low
Off Street Parking Tax	\$0.14 per month per space	\$1 million	High
Pesticide/Herbicide Tax	17.9% of sales	\$1 million	High
Real Estate Transfer Tax	.03%	\$1 million	Low
Utility Account Tax	Cable TV @ \$0.38/month	\$1 million	Low
	Cable TV @ 1.4%	\$1 million	Low
	Electric Tax @\$0.15/month	\$1 million	Low
	Electric Tax @ .16%	\$1 million	Low
	Natural Gas Tax @ \$0.38/month	\$1 million	Low
	Natural Gas @.8%	\$1 million	Low
	Sewer Tax @ \$0.25/month	\$1 million	Low
	Sewer Tax @ 1%	\$1 million	Low
Video Poker Tax	.55% of sales	\$1 million	Low
	\$26/machine/month	\$1 million	Low

- * Low = Existing collection mechanism in place, or limited number and clearly identifiable collection points.
 Medium = No existing collection mechanism in place, but limited number and clearly identifiable collection points.
 High = No existing collection mechanism in place, and no clearly identifiable collection points.

Long Range Funding Possible General Revenue Sources

<u>Source</u>	<u>Rate</u>	<u>Estimated Annual Collections</u>	<u>Difficulty/Cost of Collections*</u>
Employment Tax	\$0.11 per month per employee	\$1 million	Medium
General Sales Tax	.009%	\$1 million	High
Income Tax	.068%	\$1 million	Low
Property Tax	\$0.013 per \$1,000	\$1 million	Low

- * Low = Existing collection mechanism in place, or limited number and clearly identifiable collection points.
 Medium = No existing collection mechanism in place, but limited number and clearly identifiable collection points.
 High = No existing collection mechanism in place, and no clearly identifiable collection points.

From: Lisa Lister
To: Christina Billington
Date: 6/12/98 10:28am
Subject: MPAC/Council Retreat Minutes

Chris:

At their meeting this Wednesday, MPAC suggested the following corrections to the 5/28 Retreat minutes.

For the Council Retreat minutes, Peggy Lynch recommended that, on page 2 of the minutes, the spelling on JimZehren's name be corrected, her comment be changed to read "within" the urban growth boundary, and Councilor McLain's comment be changed from "Time Oriented Development grant..." to "Transit Oriented". ~~Chair Hammerstad suggested that Jon Kvistad's absence be changed to unexcused.~~ Jim Zehren suggested that in his comment, on page 5 of the minutes, the word "must" be replaced with "just". 70

I was asked to forward these to you.
Thank You, Lisa Lister

Revised 6/23/98