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

Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, September 14, 2010
Time: 2 p.m.
Place: Council Chambers

CALL TO ORDER AND ROLL CALL

2 PM	**1.**	**DISCUSSION OF AGENDA FOR COUNCIL REGULAR MEETING, SEPTEMBER 16, 2010/ADMINISTRATIVE/CHIEF OPERATING OFFICER AND CITIZEN COMMUNICATION**	
2:15 PM	**2.**	**OVERVIEW OF PROPOSED SCHEDULE FOR COUNCIL REVIEW AND ACTION ON CHIEF OPERATING OFFICER'S CAPACITY ORDINANCE RECOMMENDATIONS – INFORMATION/DISCUSSION**	**Williams**
2:45 PM	**3.**	**FOURTH QUARTER FINANCIAL REPORT – INFORMATION/UPDATE**	**Norton**
3 PM	**4.**	**METRO VALUES – DISCUSSION**	**Jordan Robinson**
3:45 PM	**5.**	**LEGISLATIVE SESSION – DISCUSSION**	**Tucker**
4:20 PM	**6.**	**COUNCIL BRIEFINGS/COMMUNICATION**	
	7.	**EXECUTIVE SESSION HELD PURSUANT TO ORS 192.660(2)(d). DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO CARRY ON LABOR NEGOTIATIONS**	

ADJOURN

Agenda Item Number 2.0

OVERVIEW OF PROPOSED SCHEDULE FOR COUNCIL REVIEW AND ACTION ON CHIEF OPERATING OFFICER'S CAPACITY ORDINANCE RECOMMENDATIONS

Metro Council Work Session
Tuesday, Sept. 14, 2010
Metro Council Chambers

METRO COUNCIL

Work Session Worksheet

Presentation Date: September 14, 2010 Time: 2:15 pm
Length: 30 min

Presentation Title: Overview of proposed schedule for Council review and action on Chief Operating Officer's capacity ordinance recommendations

Service, Office, or Center:
Planning and Development Department

Presenters (include phone number/extension and alternative contact information):
John Williams, x1635/Sherry Oeser x1721

ISSUE & BACKGROUND

On August 10, 2010, the Chief Operating Officer briefed the Council on recommendations for an integrated Community Investment Strategy and released the recommendations for public comment. These recommendations include proposed changes to the Regional Framework Plan, Urban Growth Management Functional Plan, and urban growth boundary, joined together into a proposed "capacity ordinance."

During this work session, staff will present a proposed schedule for the Council's fall discussions and decision-making, including linkages to the public involvement and MPAC calendars. Staff will also review what information is expected to be made available along the way, particularly the next steps in analysis of possible UGB expansion areas.

OPTIONS AVAILABLE

The Council may choose to alter the proposed calendar and/or change the discussion topics proposed.

IMPLICATIONS AND SUGGESTIONS

Staff recommendations are attached. MPAC's fall work program overview is also attached.

QUESTION(S) PRESENTED FOR CONSIDERATION

Does the proposed calendar provide adequate opportunity for Council discussion of these important growth management choices? Is the proposed timing of Council discussions appropriate relative to public involvement activities and MPAC discussions?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes _X_No
DRAFT IS ATTACHED ___Yes ___No

Proposed schedule for Metro Council review and action on the 2010 Capacity Ordinance

9/8/10

<u>September 14 Council Work Session</u>

- Overview of proposed schedule for Council review and action on COO recommendations (30 min)

Note: Community Investment Strategy Open Houses

- *Monday, Sept 13, 5-7 pm, Portland (Lents)*
- *Tuesday, Sept. 14, 5-7 pm, Wilsonville*
- *Thursday, Sept. 16, 5-7 pm, Sherwood*
- *Monday, Sept. 20, 5-7 pm, Oregon City*
- *Tuesday, Sept. 21, 5-7 pm, Portland (St. Johns)*
- *Wednesday, Sept. 22, 5-7 pm, Hillsboro*

<u>September 28 Council Work Session</u>

- Linking policies with investment: initial Council review and discussion of COO recommendations on Regional Framework Plan policies, Urban Growth Management Functional Plan code (Title 1, Housing Capacity; Title 6, Centers and Corridors; Title 8, compliance procedures), and 2040 map changes (30 min)

<u>October 12 Council Work Session</u>

- Addressing the region's residential needs: initial Council discussion of where in the forecast range we should plan including risks, opportunities and tradeoffs; and Council direction on framing questions for MPAC discussion (60 min)
- Review summary report of September public comment period on COO recommendation
- Council direction on areas to be studied for possible urban growth boundary expansion

Note: October 19-22 – LCDC meeting at Metro, consideration of Urban and Rural Reserves

<u>October 26 Council Work Session</u>

- Addressing the region's large-site industrial needs: initial Council review and discussion of COO recommendations on Functional Plan code (Title 4, Industrial and Other Employment Areas) and urban growth boundary amendments (60 min)

<u>November 2 Council Work Session</u>

- Addressing the region's residential needs: initial Council discussion of potential residential urban growth boundary amendments (45 min)

Note: November 17 – MPAC final recommendations to Council on Capacity Ordinance

<u>November 23 Council Work Session</u>

- Council review of MPAC recommendations on Capacity Ordinance (60 min)
- Possible deadline for presentation and discussion of Council amendments to Capacity Ordinance

November 29-December 9 (dates TBD)

- Metro Council public hearings (one in each county) on Community Investment Strategy Capacity Ordinance
- First reading of Capacity Ordinance

November 30 Council Work Session (if desired)

- Continued discussion of amendments to Capacity Ordinance

Note: December 1-3 – LCDC meeting, consideration of Regional Transportation Plan

December 14 Council Work Session (if desired)

- Final work session discussion of amendments to Capacity Ordinance

December 16 Council Meeting

- Second reading of Capacity Ordinance , Council Action

Draft 8/10/2010

Community Investment Strategy

Proposed schedule for MPAC deliberation and action on Capacity Ordinance

<table>
<tr><th></th><th>August</th><th>September</th><th>October</th><th colspan="2">November</th><th>December</th></tr>
<tr><td>Overview of COO Community Investment Strategy recommendations</td><td>August 11</td><td></td><td></td><td colspan="2"></td><td></td></tr>
<tr><td>Linking policies with investment: Regional Framework Plan recommendations</td><td></td><td>Discussion and preliminary recommendation Sept. 8</td><td></td><td></td><td rowspan="5">MPAC final recommendations to Council on Capacity Ordinance Nov. 17

Proposal: set cutoff date (Nov. 10?) for MPAC members to submit proposed amendments to Capacity Ordinance</td><td rowspan="5">Council decision on Capacity Ordinance Dec. 9/16</td></tr>
<tr><td>Linking policies with investment: Urban Growth Management Functional Plan recommendations
• Housing Capacity (Title 1 of the Functional Plan)
• Centers, Corridors, Station Communities and Main Streets (Title 6)
• Compliance Procedures (Title 8)
• Updates to 2040 Growth Concept Map</td><td></td><td>Discussion and preliminary recommendation Sept. 22</td><td></td><td></td></tr>
<tr><td>Addressing the region's large-site industrial needs: Functional Plan and urban growth boundary recommendations
• Industrial and Other Employment Areas (Title 4)
  o Limiting division of large industrial parcels
  o Creating large-site inventory and replenishment system
  o Strengthening protection of traded-sector industrial sites
• Large-site industrial capacity gap and urban growth boundary recommendation</td><td></td><td></td><td>Discussion and preliminary recommendation Oct. 13</td><td></td></tr>
<tr><td>Addressing the region's residential needs: where in the range should we plan for?
• Residential range forecast and options to address residential capacity gap
• Discussion of tradeoffs and implications for community aspirations</td><td></td><td></td><td>Discussion and preliminary recommendation Oct. 27</td><td></td></tr>
<tr><td>Addressing the region's residential needs: potential urban growth boundary expansion areas
• Discussion of potential urban growth boundary expansion areas and criteria for consideration
• Identify any desired residential urban growth boundary amendments</td><td></td><td></td><td></td><td>Discussion and preliminary recommendation Nov. 10</td></tr>
</table>

Public comment
Ongoing tools include web site and survey, newsfeed, stakeholder meetings.
See www.oregonmetro.gov/investment for updates and details.

Public open houses to share COO recommendations Sept 13 - 22

Public comment report available Oct. 6

Council hearings on capacity ordinance (Dates TBD, bet. Nov. 29 and Dec. 2)

Agenda Item Number 3.0

FOURTH QUARTER FINANCIAL REPORT

Metro Council Work Session
Tuesday, Sept. 14, 2010
Metro Council Chambers

METRO COUNCIL

Work Session Worksheet

Presentation Date: __Sept 14, 2010________ Time: __2:15 pm_____ Length: __15 minutes

Presentation Title: ___4th Quarter Financial Report (unaudited)

Service, Office, or Center: Finance and Regulatory Services

Presenters (include phone number/extension and alternative contact information):
Margo Norton, Director (x1934)

ISSUE & BACKGROUND

The fourth quarter financial report is based on the second close (mid-August) of the FY 2009-10 financial books, prior to the final year-end entries. Some entries have been estimated.

The purposes of the fourth quarter report are to:

1. determine if the estimated FY 2009-10 ending balances in the major funds support the FY 2010-11 budget plan.

2. alert the Council to any changes or signals from year end to the new year that may influence the budget execution for FY 2010-11 or the budget planning for FY 2011-12.

The fourth quarter report will be distributed separately, prior to the work session, and posted on Metro's website.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes XX No
DRAFT IS ATTACHED ___Yes ___No

Agenda Item Number 4.0

METRO VALUES

Metro Council Work Session
Tuesday, Sept. 14, 2010
Metro Council Chambers

Metro | *Making a great place*

We inspire, engage, teach and invite people to preserve and enhance the quality of life and the environment for current and future generations.

PURPOSE AND VALUES

Public service

We are here to serve the public with the highest level of integrity.

Metro plays an important role in the environmental, cultural, and economic vitality of the region. We build strong relationships, alliances and partnerships in the community to better serve our citizens and visitors. We generously share our expertise to promote community enhancement and development. We strive to make a positive difference through leadership and by taking action.

Excellence

We aspire to achieve exceptional results.

We practice continuous improvement to achieve the most efficient and effective results. We face problems head on and focus on finding the best solutions. Our goal is to meet or exceed the expectations of our customers and stakeholders without compromising quality. We promote employee development and encourage everyone to be their best.

Teamwork

We engage others in ways that foster respect and trust.

Teamwork forms the essence of our work environment. Through collaboration and commitment to common goals, we achieve greater outcomes. We value positive relationships and nurture them with cooperation and honest communication. Individually, we contribute to the greater whole by being dependable and accountable for our actions

Respect

We encourage and appreciate diversity in people and ideas.

We embrace diversity in people and ideas within our workplace and our community. Everyone is treated with care and appreciation. We promote an atmosphere of equality and personal integrity and seek to understand the perspective of others. We strive for a culture supported by honesty and trust. Above all, we demonstrate respect for each other.

Innovation

We take pride in coming up with innovative solutions.

We understand the importance of taking appropriate risks and learning from our successes and setbacks. We encourage flexibility and embrace creativity and new ideas. We respond mindfully when challenges come our way and address obstacles with ingenuity. We are adaptable and strategic in the face of change. We serve our customers better as a result of anticipating and solving problems.

Sustainability

We are leaders in demonstrating resource use and protection.

We are leaders in demonstrating resource use and protection in a manner that enables people to meet current needs without compromising the needs of future generations, and while balancing the needs of the economy, environment, and society.

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Agenda Item Number 5.0

2011 LEGISLATIVE SESSION

Metro Council Work Session
Tuesday, Sept. 14, 2010
Metro Council Chambers

METRO COUNCIL

Work Session Worksheet

Presentation Date: September 14, 2010 Time: 3:45 pm Length: 35 minutes

Presentation Title: 2011 Legislative Session (work session #1)

Department: Government Affairs and Policy Development

Presenters: Randy Tucker

ISSUE & BACKGROUND

This work session includes the following discussion items:

- A general discussion of the 2011 legislative session and Metro's objectives for the session.
- A progress report on development of legislative concepts for the 2011 session and discussion of certain concepts that have been proposed. More concepts will be presented at a future work session that has not yet been scheduled, followed by council adoption of a legislative agenda.
- A brief overview of legislative items being developed for consideration in future work sessions, and discussion of additional items as appropriate.

OPTIONS AVAILABLE

Council may wish to discuss specific legislative concepts or direct staff to develop additional concepts.

IMPLICATIONS AND SUGGESTIONS

QUESTION(S) PRESENTED FOR CONSIDERATION

Staff requests that Councilors provide initial feedback on the legislative concepts presented. No specific Council actions are required at this time, but it is anticipated that the Council will formally adopt a legislative agenda later this year.

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes _X_No
DRAFT IS ATTACHED ___Yes _X_No

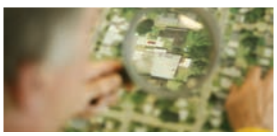
Materials following this page were distributed at the meeting.

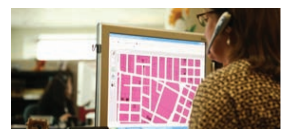
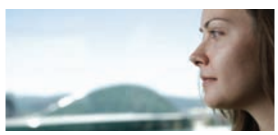
www.oregonmetro.gov









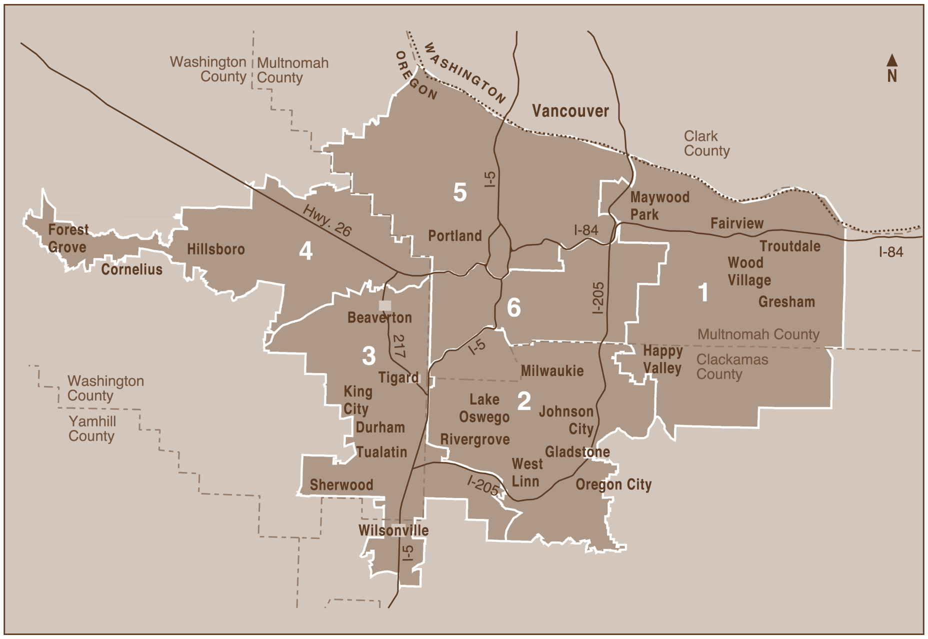
600 NE Grand Ave.
Portland, Oregon
97232-2736

2009-10

FOURTH QUARTER REPORT

April through June 2010

Metro | *People places. Open spaces.*



Metro

People places • Open spaces

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Council President
David Bragdon
503-797-1889

District 1
Rod Park
503-797-1547

District 2
Carlotta Collette
503-797-1887

District 3
Carl Hosticka
503-797-1549

District 4
Kathryn Harrington
503-797-1553

District 5
Rex Burkholder
503-797-1546

District 6
Robert Liberty
503-797-1552

Auditor
Suzanne Flynn, CIA
503-797-1891

2009-10

QUARTERLY REPORT – FOURTH QUARTER

April through June 2010

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FY 2009-10 Quarterly Report

Fourth Quarter

Metro | *People places. Open spaces.*

EXECUTIVE SUMMARY

September 14, 2010

Acting Council President Carlotta Collette

Members of the Metro Council

Interested Parties

Preliminary year-end estimates

On behalf of the Finance Team I am today delivering Metro's Fourth Quarter Financial Report. This report is based on the mid-August unaudited closing of Metro's financial records for FY 2009-10. The final financial report for the year will be the Comprehensive Annual Financial Report, the financial statements upon which the independent external financial auditors express an opinion.

Another tough year for revenues …

As we have been reporting throughout the year, revenues are flat at best and below in many areas. Zoo revenues closed at $2.5 million below budgeted levels and $.4 million below the prior year's levels. Transient lodging tax (TLT) receipts were also lower than budget (off $1 million) and below the prior year. The positive note is that TLT fell by only 4 percent, not the 15 percent that the industry had predicted. Solid Waste tonnage was 1.1 percent lower than an already conservative forecast, impacting both program revenues and excise tax. Parks revenues were beset by problems in all areas from an unusually rainy June to changes in fishing regulations to fewer golf rounds. Construction excise tax was at a four-year low.

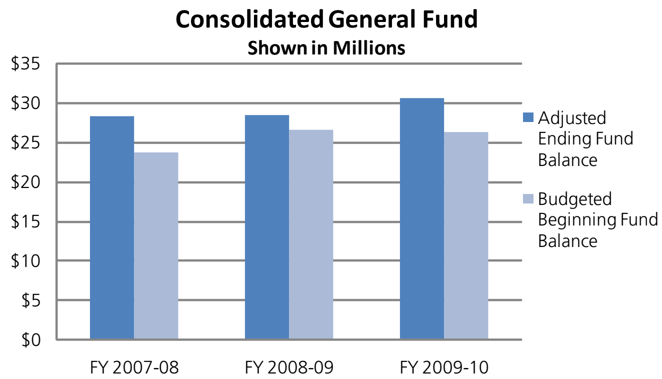
… met with intentional expenditure control and some luck

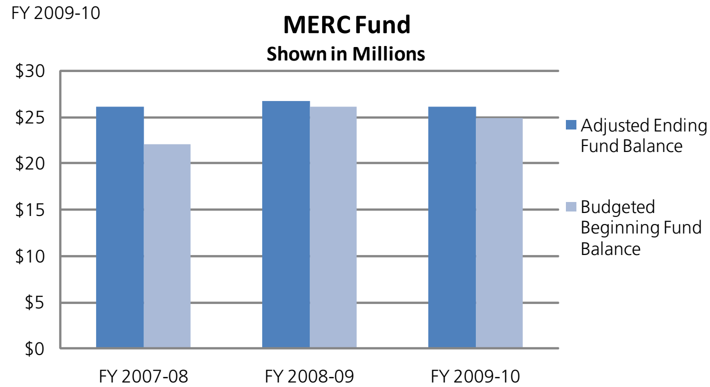
Recognizing the vulnerability of revenues early on in the year, the zoo made an outstanding effort to control costs while still providing a positive guest experience. Underexpenditures of $2.9 million exceeded the revenue shortfall. The MERC venues, reacting to the early year predictions of an even deeper TLT shortfall, managed conservatively throughout the year controlling both fixed and variable costs. Parks and Environmental Services had a more difficult job because of the partial closure of the MRC parking facility, the suspension of grave sales at Lone Fir Pioneer Cemetery and the drop off in golf revenues. While Parks was on track to make up its General Fund revenue shortfall, the rainy conditions in June left Parks slightly short of its goal.

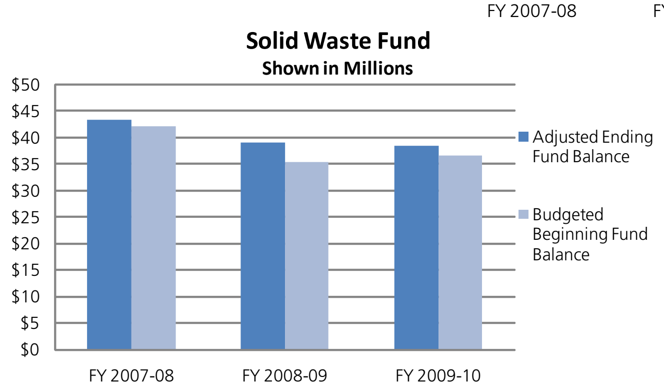
Not all underspending can be related to intentional expenditure control. Externalities, not always related to the economic climate, affected year-end performance. May election costs were substantially lower than anticipated; capital projects were delayed, sometimes related to permitting problems or grant timing. Construction projects that did proceed, as well as other service-related projects, benefitted from the bidding climate. Natural Areas acquisitions continued, albeit slowly. The Blu Lakes Nature and Golf Learning Center was placed on hold, and the Milwaukie-Lake Oswego bridge trail was declared not feasible. Fuel prices remained favorable; programs are beginning to capture utility savings from facility investments. Participation in the enhanced waste reduction education delivered through the outdoor school programs resulted in lower expenditures but fewer students reached.

Fund balances test out

An essential part of the fourth quarter review is the test of fund balances - does a fund's ending balance meet or exceed the projected beginning balance for the new year? This assures that the starting position for the new budget year is secure. A review of the major operating funds provides this assurance. The darker bar, the ending balance, needs to be taller than the lighter bar, the budgeted new beginning balance. The three-year view shows that the major operating funds are meeting this measure and have held their ground through the downturn. The Solid Waste fund shows the impact of the tonnage decline.







At the close of the third quarter we had reported that the projected ending balance in the General Fund was softening. Fortunately this did turn around by offsetting revenue shortfalls with expenditure reductions. We do note, however, that the "undesignated" portion of the General Fund balance, that portion that is not restricted by grant conditions, or designated for specific reserves or multi-year projects, is limited and will depend on the final close of the books.

Looking at FY 2010-11 and setting up for FY 2011-12

The economic news is not rosy. News reporters are running out of adjectives to describe the "anemic," "feeble," "lackluster" recovery, if they even believe it exists. Revenues will likely remain flat this year. An optimist would expect to see some limited growth in FY 2011-12. And expenditures? We know labor costs have increased for FY 2010-11, following a year of salary freeze for non-represented staff, and labor costs will grow again in FY 2011-12 when the new PERS rates and new labor contracts take effect. The health benefit cap has increased 10 percent in FY 2010-11, and benefits remain a key consideration in labor negotiations. The continuing pattern of slow/no-growth revenues and increasing costs means another year of continuous expenditure control and difficult upcoming budget decisions.

Despite the economic backdrop and the continuing, adverse revenue-expenditure pattern, Metro remains more secure than many other jurisdictions. Practicing financial discipline, caring for our public assets, and funding our reserves before committing to new spending have made it possible for Metro remain focused for today and focused on the future. While this year will present continuing challenges and little relief for the upcoming budget cycle, I remain confident that we are positioned to make intentional choices that serve the region and its citizens.

Sincerely,

Margo Norton

Margo Norton

Director of Finance and Regulatory Services

METRO REVENUES

Overall Revenues

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
All Revenue				
Program Revenues	141,331,227	133,752,006	94.6%	87.5%
General Revenues	82,372,650	78,162,143	94.9%	102.4%
Other Financing Sources	10,000,000	0	0.0%	0.0%
All Revenue	**$233,703,877**	**$211,914,148**	**90.7%**	**93.5%**

Revenues for Metro, including the Metropolitan Exposition Recreation Commission (MERC), totaled nearly $212 million at year end, 91 percent of the annual anticipated budget. Excluding the $10 million “other financing sources” for a zoo bond sale postponed to August, the revenues would have achieved 95 percent of budget. Enterprise revenues (charges for services) are off in all major enterprise areas, led by the zoo revenues (down $2.5 million) and solid waste revenues (down $2.3 million). Tonnage remains down but closer to this year’s conservative budget than last year. While interest earnings and excise tax were below budgeted levels, property taxes ended the year slightly above budget.

Program revenues, described by type and operating unit in the section below, generally include enterprise revenues, grants, internal services charges and contributions.

General revenues, detailed on page 9, include property and excise tax revenues, interest earnings and other shared government revenues.

Program Revenues

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Program Revenues				
Charges for Services Revenue	106,686,540	101,444,056	95.1%	96.9%
Internal Charges for Svcs-Rev	8,589,783	8,158,053	95.0%	89.9%
Licenses and Permits	406,000	385,155	94.9%	98.5%
Miscellaneous Revenue	2,190,021	2,244,365	102.5%	94.6%
Grants	16,886,590	13,025,630	77.1%	52.2%
Contributions from Governments	1,124,240	2,271,100	202.0%	35.0%
Contributions - Private Source	2,912,100	3,584,151	123.1%	67.0%
Capital Grants	2,535,953	2,639,497	104.1%	292.1%
Program Revenues	**$141,331,227**	**$133,752,006**	**94.6%**	**87.5%**

Enterprise revenues remain soft

A change in the way Planning grants are budgeted has resulted in a projection that is closer to budget than seen in previous years. A $1 million grant for a restoration project at St. Johns Landfill was not received during the fiscal year, as the project was postponed until FY 2010-11.

PROGRAM REVENUE BY DEPARTMENT

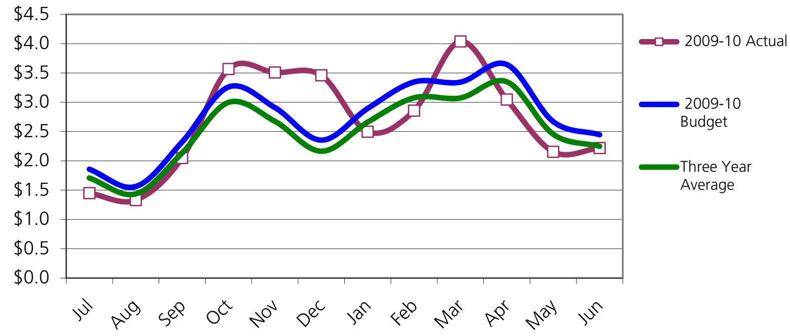
Finance and Regulatory Services

Contractors’ Business License revenue ended the year at $385,000, five percent below budget, and just off last year’s total.

Metropolitan Exposition Recreation Commission

MERC- Program Revenues by Month

shown in millions



Expo struggles

Operating revenue in the MERC Fund reached $29.8 million, $269,000 below budget. The Oregon Convention Center (OCC) and the Portland Center for Performing Arts (PCPA) ended the year slightly higher than budget; the Portland Expo Center (Expo) was more significantly impacted by the economy, with operating revenues at 83 percent of budget, or $773,000 less than budget.

Food and beverage sales comprise $12 million of the total $29.8 million in operating revenue. Two unexpected catering events were booked at PCPA by OCC clients, Super Computing and the Association of Zoos & Aquariums Conventions, resulting in close to $300,000 greater than expected revenue for PCPA. OCC experienced a strong event year with 41 conventions, which included three "Super Events," in July, November and March. Conventions and trade shows were stronger in the fourth quarter than expected, with higher attendance and larger room block pick up.

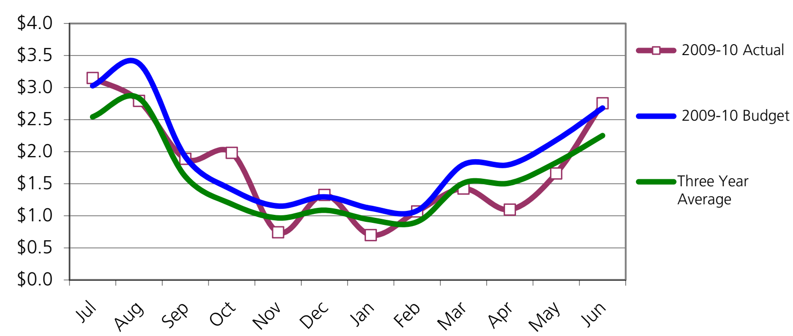
PCPA's average attendance per show has been consistent with past years, while OCC and Expo experienced low attendance at consumer shows in the early part of the year. In the fourth quarter attendance was closer to flat at OCC with the Expo Center experiencing a 9 percent increase from the prior year.

The Aramark contract capital investment was originally budgeted at $1.25 million. The actual amount received in December was $2 million.

Oregon Zoo

Oregon Zoo- Program Revenues by Month

shown in millions



Despite the challenges of the economy, the zoo continued to have the highest attendance of any fee-based tourist attraction in Oregon. The strong attendance in FY 2009-10 is attributed to the popularity of the new *Predators of the Serengeti* exhibit, which opened last fall, bringing lions back to the zoo after a 10-year absence. The zoo's winter ZooLights display drew record numbers, the summer concert series drew capacity crowds and Samudra the elephant continued to be a visitor favorite.

While the zoo's attendance reached a record 1,634,978, revenue from attendance was lower than budgeted, despite a small increase in admission fees which became effective in June 2009. Paid admissions decreased by 4 percent while membership admissions increased by 9 percent; attendance for camps and lectures was lower than forecast; and per capita spending was down substantially for food and retail, resulting in shortfalls from budget of $700,000 and $200,000, respectively. Revenue ended the fiscal year at $2.5 million below budget and $0.4 million below the prior year.

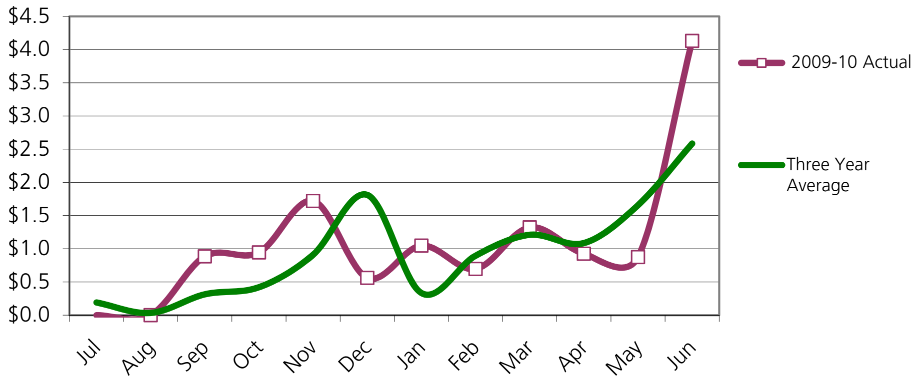
Record zoo attendance does not translate into revenues

The zoo addressed the FY 2009-10 revenue shortfall with significant expenditure control. Because the site itself may be a limiter of future attendance growth, the zoo is reviewing plans and associated revenues to identify opportunities to ensure the zoo is positioned to be financially stable in the future, which will allow the zoo to continue to enhance the exhibits for the animals, the conservation programs and the zoo visitor experience.

Planning and Development

Planning- Program Revenues by Month

shown in millions



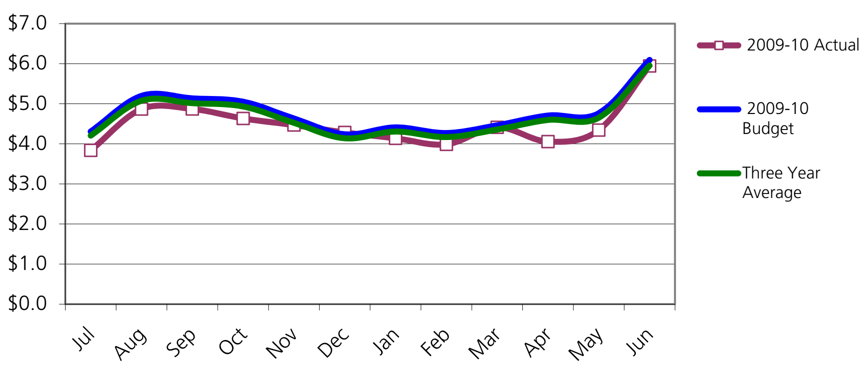
After a final grant billing of $1.4 million, Planning grants will end the year within $1 million dollars of the budgeted figure, with the difference comprising a combination of projects that will be carried forward into next fiscal year, and those with final project costs that were slightly lower than expected. The spike in June revenues includes $1.5 million in Transit Oriented Development funding from TriMet and a $1.3 million billing for Regional Transit Options work.

Because the timing of grant revenues varies significantly and unpredictably from year to year, the "budget" line is not included in the chart above. Each year the August revenues are adjusted in the Planning chart to account for year-end accounting entries.

Parks and Environmental Services

Parks and Environmental Services- Program Revenues by Month

shown in millions



Overall Parks and Environmental Services program revenues during FY 2009-10 were 6.0 percent ($3.4 million) less than budgeted.

Property Services: Parking revenues at the Metro Regional Center finished the year 11 percent ($56,000) lower than budgeted. Parking revenue was affected by the partial closing of the garage for repairs. The decrease was partially offset by a rate increase that became effective May 1, 2010.

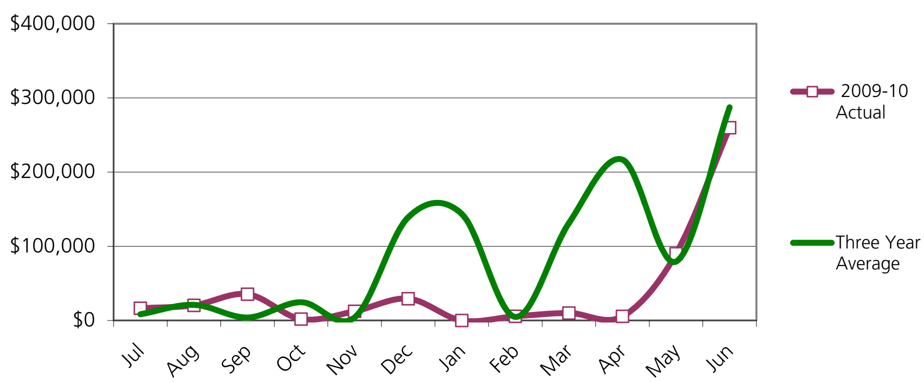
Rainy June impacts parks

Parks Operations: Overall, Parks revenues ended the year about 14.1 percent, or $490,000 lower than budgeted. The revenue shortfall is larger than what was anticipated in the third quarter, lead by an admissions revenue shortfall of $150,000, a deeper decline because of the record setting rainfall in June. Marine facilities continued to be a large factor in the decrease ($100,000) due to the new fishing regulations issued in the spring as well as a decline in marine fuel tax and recreational vehicle fees statewide. Revenues at Glendoveer Golf Course remained off by $130,000 (15 percent). Rental income did not perform to budgeted expectations, and grave sales and services fell short. The Council has recently reviewed cemetery pricing policies.

Solid Waste Operations: Program revenues were off 5.5 percent from budget. Regional tonnage, tonnage which is delivered to both Metro and private waste facilities, was about 1.1 percent lower than an already conservative forecast. Additional fee exemptions on waste used in a "beneficial use" performance trial at a privately-owned landfill further contributed to the lower revenue. In addition, a $1.0 million grant from the U.S. Army Corps of Engineers for a St. Johns Landfill streambank restoration program was postponed to FY 2010-11.

Sustainability Center

Sustainability Center- Program Revenues by Month*



Sustainability Center program revenues ended the year $1.8 million lower than budgeted, about 79.4 percent lower, but consistent with the year-end projections made in the third quarter. The majority of the variance, $1.3 million, is in grant revenues in the Regional Trails program, the result of a delay of one trail project funded by the Metropolitan Transportation Improvement Plan (MTIP) and one trail project, the Milwaukie-Lake Oswego bridge, being declared not feasible. The delay of restoration projects in the Science and Stewardship program due to timing/seasonality issues also contributed to the variance.

*Prior year revenues that make up the three year average exclude a $4.3 million land donation made in June 2009.

General Revenues

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
General Revenue				
Real Property Taxes	50,910,057	51,146,790	100.5%	100.3%
Excise Taxes	13,465,381	12,974,674	96.4%	95.1%
Construction Excise Tax	1,400,000	1,427,730	102.0%	96.3%
Other Derived Tax Revenues	23,300	25,670	110.2%	135.6%
Local Govt Shared Revenues	11,503,529	10,416,620	90.6%	98.7%
Interest Earnings	5,070,383	2,774,772	54.7%	148.5%
Change in Investment Value	0	(604,112)	0.0%	0.0%
General Revenue	**$82,372,650**	**$78,162,143**	**94.9%**	**102.4%**

Construction Excise Tax– Collections ended the year right on budget, reflecting an uptick in the last quarter. Collections though the first quarter brought the cumulative total to $6.3 million, the amount authorized in the initial Construction Excise Tax (CET) legislation. In June 2009 the CET was reauthorized for an additional five years.

TLT off, but not as much as predicted

Transient Lodging Tax: The Transient Lodging Tax (TLT) was about $1 million below budget (11 percent). Although lower than the prior year by 4 percent, nevertheless the TLT outperformed estimates made earlier in the year when the industry was forecasting shortfalls of as much as 15 percent.

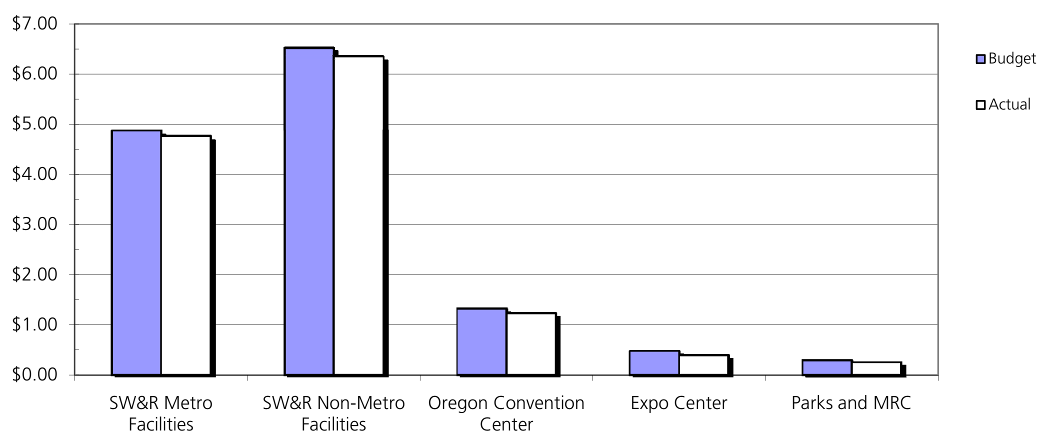
Interest Earnings– The average yield on investments for the year was 1.15 percent, versus a budgeted rate of 2.5 percent. These low rates result in a total interest shortfall of nearly $2.3 million.

Excise Tax

Excise tax falls short again

Excise Tax Received Through June 30, 2010, Budget vs. Actual

shown in millions



Metro Excise Tax– The year-end total for non-tonnage excise tax was 10 percent below budget, while solid waste excise tax collections ended the year 2.5 percent below budget. Total excise tax is off by nearly $500,000, not desirable but an improvement from the prior year's plummet of $2.1 million.

METRO EXPENDITURES– OPERATING DEPARTMENTS

Metro Operating Departments (including MERC)

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	60,628,094	56,602,349	**93.4%**	**95.6%**
Materials and Services	101,799,771	89,869,133	**88.3%**	**79.7%**
Total Operating Expenditures	**162,427,865**	**146,471,482**	**90.2%**	**84.9%**
Total Debt Service	**152,258**	**139,620**	**91.7%**	**99.8%**
Total Capital Outlay	**68,535,525**	**19,313,860**	**28.2%**	**54.3%**
Total Renewal and Replacement	**3,992,576**	**3,349,327**	**83.9%**	**76.7%**
Total Expenditures	**$235,108,224**	**$169,274,289**	**72.0%**	**79.1%**

EXPENDITURES BY DEPARTMENT

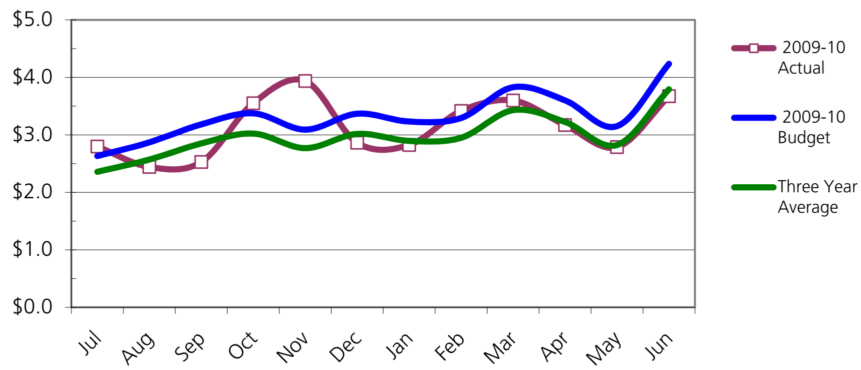
Operating progams respond by controlling expenses

MERC

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	18,534,604	16,796,287	90.6%	94.5%
Materials and Services	21,328,382	20,798,654	97.5%	101.6%
Total Operating Expenditures	**39,862,986**	**37,594,941**	**94.3%**	**98.3%**
Total Debt Service	**152,258**	**139,620**	**91.7%**	**100.0%**
Total Capital Outlay	**3,421,251**	**1,493,865**	**43.7%**	**51.1%**
Total Expenditures	**$43,436,495**	**$39,228,426**	**90.3%**	**95.2%**

MERC- Operating Expenditures by Month

shown in millions



As noted in the general revenue discussion, the Transient Lodging Tax ended the year 11 percent, or $1 million, below budget. Early projections predicted an even larger drop, leading venue directors to monitor their revenue and expenditures closely and take the necessary action to contain costs and delay projects. The result was an overall savings of $2.4 million ending the year with operating expenditures at 94 percent of budget. Although the adopted budget included funding for the non-represented merit pool and the Targeted Achievement Program (TAP), a salary freeze was put in place and the TAP suspended. Vacant positions add to the overall savings in personal services.

Event activity at each venue drives the part time hourly event staffing levels required throughout the year. The event schedule also has an impact on materials and services.

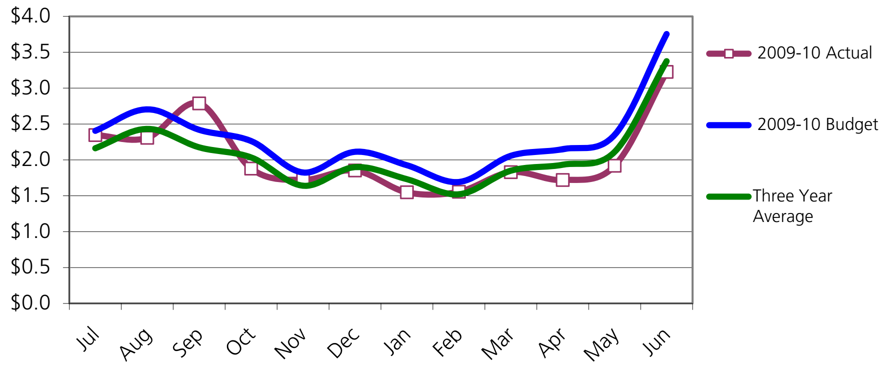
Underspending in debt service is related to the early defeasance of the Steel Bridge Local Improvement District obligations.

Oregon Zoo

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	16,359,954	15,456,048	94.5%	98.1%
Materials and Services	11,299,357	9,238,001	81.8%	98.7%
Total Operating Expenditures	**27,659,311**	**24,694,049**	**89.3%**	**98.4%**
Total Capital Outlay	**2,813,953**	**2,464,901**	**87.6%**	**67.9%**
Total Renewal and Replacement	**1,097,491**	**845,785**	**77.1%**	**98.7%**
Total Expenditures	**31,570,755**	**28,004,736**	**88.7%**	**94.2%**

Oregon Zoo- Operating Expenditures by Month

shown in millions



General Fund - Expenses: Recognizing that zoo revenues were underperforming, the zoo identified opportunities to cut costs while still providing a positive guest experience and maintaining programs. The most significant expenditure categories below budget include food, utilities and other purchased services. Operating expenditures ended the year at $2.9 million below budget, which allowed the zoo to end the year on an upbeat note with a positive impact of $.4 million to the General Fund. The zoo continues to review short and long-range plans to identify opportunities to reduce expenditures.

Zoo plan works well

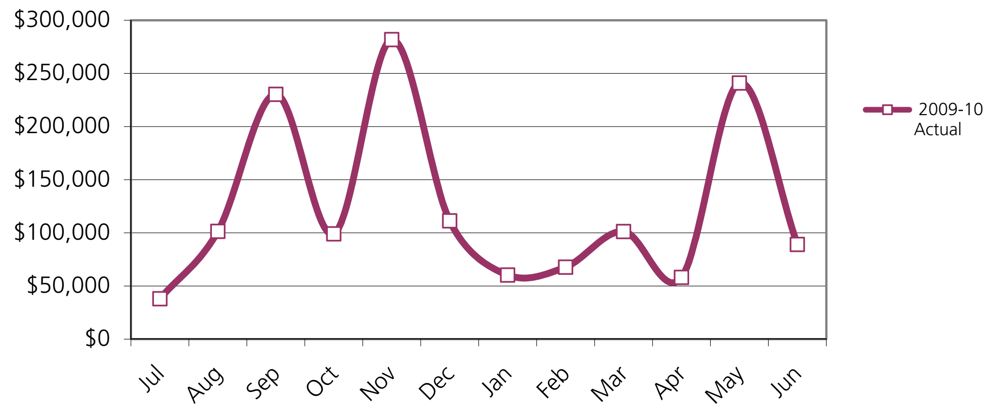
Capital: The zoo opened *Predators of the Serengeti* in September and substantially completed the *Red Ape Reserve* exhibit by year end. These two highly complex projects experienced increased costs that were addressed with funds from The Oregon Zoo Foundation and the undedicated zoo capital account balance. Throughout the construction phase the zoo experienced various challenges relating to creating cutting edge interactive exhibits, reusing existing buildings, and meeting additional city requirements for survey work, permitting, special testing and environmental services. From a sustainability standpoint and to work toward established Council goals, it is critical that the zoo reuse its existing structures, rather than demolishing otherwise sound buildings. The Capital Fund ended the year with a $.4 million ending fund balance which will allow for the zoo to complete a number of small capital projects in the upcoming year.

Renewal and Replacement: The zoo was successful at renewing and replacing outdated assets from the renewal and replacement list in the current year. In alignment with Metro's sustainability goals, eleven electric powered maintenance carts were purchased to replace gas powered models that were scheduled for replacement. In addition, the zoo's steam locomotive received a much needed overhaul. While the intent is for all projects to be completed by year-end, a number of projects were deferred pending long term planning decisions or the ability to extend the lifespan, and two equipment replacement items were carried forward to FY 2010-11. The expenditures for the year also reflect the Council's October 2010 Capital Improvement Plan resolution authorizing the use of renewal and replacement funds for those portions of *Predators of the Serengeti* and *Red Ape Reserve* projects that reflect the renewal and replacement of previously existing assets.

Oregon Zoo Infrastructure and Animal Welfare Bond

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	684,142	457,334	66.8%	
Materials and Services	0	808	0%	
Total Operating Expenditures	**684,142**	**458,143**	**67.0%**	
Total Capital Outlay	**11,350,000**	**1,021,358**	**9.0%**	
Total Expenditures	**$12,034,142**	**$1,479,501**	**12.3%**	**N/A**

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month



Zoo Bond program hits the ground

The bond program reached several important milestones over the past year. Metro issued its notice of intent to award the Comprehensive Capital Master Plan project to the multidisciplinary consulting team of SRG Partnership, CLR Design and Atelier Dreiseitl (plus associated sub-consultants) on Aug. 11, 2010. The final contract terms are being negotiated, and master planning work will begin as soon as the contract is signed.

The Veterinary Medical Center project team completed all phases of the design and received bids for the project in June. Metro awarded the construction contract to Skanska USA Building Inc. in August, and construction is underway. A construction celebration is planned for September. The project remains on budget and is expected to be completed late in 2011. The Penguin Water Filtration Upgrade project team completed all phases of the design and issued the request for bids in July 2010. The project team is currently in the bidding phase, and construction is scheduled to begin in November 2010.

Over the past several months, the bond team worked closely with the Metro Council and senior leadership to identify the strategy and steps for addressing land use with the City of Portland. Staff will meet with the city's combined planning bureau heads in early September, as well as with Mayor Adams in late September, to discuss work to date and to develop a memorandum of understanding to guide the land use engagement.

Both the Waste and Storm Water Master Planning report and the Off-Site Elephant Facility Site Selection report were completed in June. The Zoo Water Main Pressure Reducing/ Double Check Assembly replacement project design is nearly complete, and the project will be bid this fall. The bond team continues work to develop robust program-management and reporting processes.

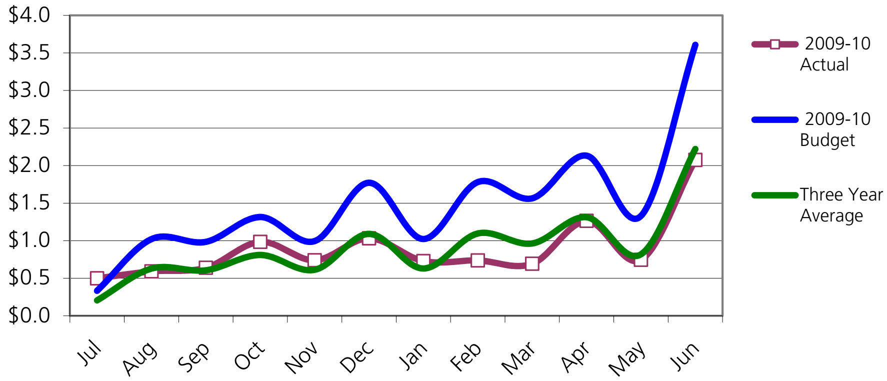
Program expenditures were considerably less than budgeted this year due to the intense focus on planning. Finance and Regulatory Services issued $15 million in bonds in August to finance the substantial work scheduled to be completed in FY 2010-11.

Planning and Development

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	6,015,382	5,687,582	94.6%	62.3%
Materials and Services	11,847,478	5,047,868	42.6%	39.5%
Total Expenditures	**$17,862,860**	**$10,735,451**	**60.1%**	**48.9%**

Planning and Development- Operating Expenditures by Month

shown in millions



Underspending is attributable primarily to the Transit Oriented Development program (which is budgeted high to guarantee the ability to respond to opportunities as they arise), the Development Opportunity Fund and the Regional Housing Choice Fund. The TOD and Development Opportunity Fund budgets were carried forward to FY 2010-11, while the Housing Fund budget was reprogrammed into the Community Investment Strategy.

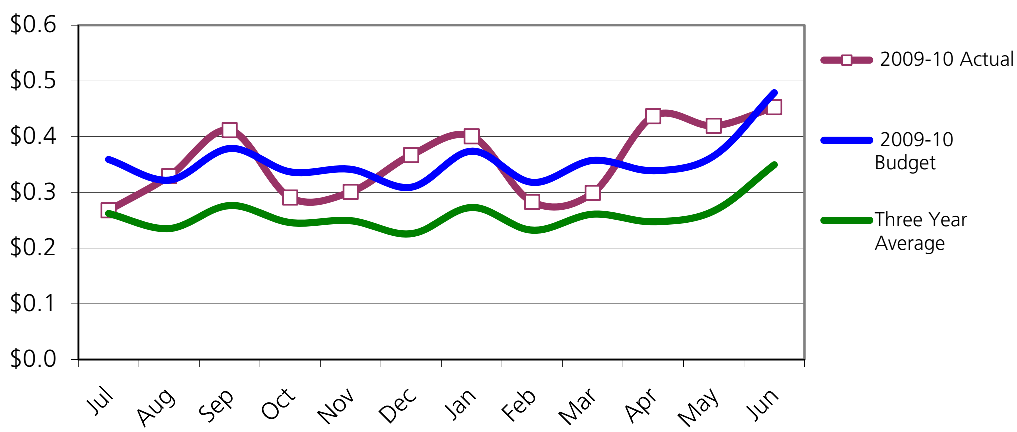
The June spike in spending represents the annual influx of year-end billing and accounting accruals for completed work not yet billed.

Research Center

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	3,263,739	3,243,570	99.4%	
Materials and Services	1,015,624	1,015,206	100.0%	
Total Expenditures	**$4,279,363**	**$4,258,776**	**99.5%**	**N/A**

Research Center- Operating Expenditures by Month

shown in millions



As projected, spending in the Research Center ended the year very close to budgeted figures.

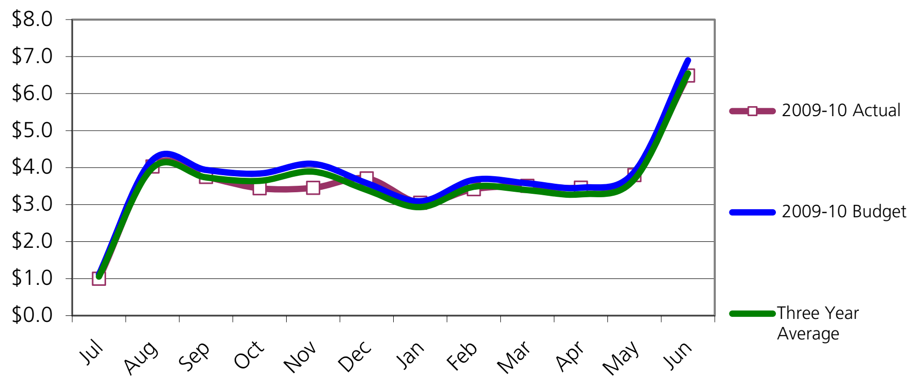
Parks and Environmental Services

	Budget	Year-end Actual	% of Budget
General Fund	$6,964,113	6,565,867	94.3%
Solid Waste Revenue Fund	$43,236,645	37,073,827	85.7%
General Renewal and Replacement Fund	$2,895,085	2,503,542	86.5%

All Funds	Budget	Year-end Actual	% of Budget	3-year Average
Personal Services	9,469,083	8,805,120	93.0%	94.5%
Materials and Services	35,886,832	34,294,151	95.6%	95.0%
Total Operating Expenditures	45,355,915	43,099,271	95.0%	94.9%
Capital Outlay	5,159,583	629,962	12.2%	26.5%
Renewal and Replacement	2,895,085	2,503,542	86.5%	0.0%
Total Expenditures	53,410,583	46,232,775	86.6%	88.2%

Parks and Environmental Services- Operating Expenditures by Month

shown in millions



Parks and Environmental Services' operating expenditures in FY 2009-10 were on track with budgeted amounts and historical average expenditures. Personal services and materials and services expenses were 7.0 percent and 4.4 percent below budgeted amounts, respectively. Monthly expenditures, in general, reflect normal seasonal patterns of Parks and Solid Waste Operations.

Parks Operations: Total operating expenditures for FY 2009-10 were lower than budgeted by about $357,000. In anticipation of a revenue shortfall earlier in the year, Parks captured salary savings by delaying hiring of several vacant positions and was on track to make up the difference. The rainy conditions in June contributed to Parks falling slightly short of its goal.

Metro tonnage off more than private tonnage

Solid Waste Operations: Tonnage delivered to Metro facilities for FY 2009-10 was 3.8 percent less than the budget forecast and 6.0 percent less than the actuals in FY 2008-09. The recession continued to reduce solid waste disposal during FY 2009-10. Private operators continued to direct waste to their own facilities rather than Metro facilities. The reduced Metro tonnage resulted in tonnage-related costs, which, together with lower-than-budgeted diesel fuel prices and historical patterns of underspending caused actual year-end materials and services expenditures to be 3.7 percent lower than budgeted. Actual expenditures include the cost to operate Metro's transfer stations under two new contracts which became effective April 1, 2010. A budget amendment during the fourth quarter eliminated an interfund loan of $10.65 million to provide bridge financing for the Blue Lake Nature and Golf Learning Center project. The project is currently on hold and may be considered as a potential project in future discussions.

Capital: The department spent only 12 percent of its capital budget during FY 2009-10. About 98 percent is related to Solid Waste Operations. Metro South Transfer Station projects were put on hold until completion of negotiations with Oregon City to realign a road to improve facility access and traffic flow; an agreement was reached during the fourth quarter. Other transfer station projects were delayed and carried forward to FY 2010-11 to allow for discussion under the new contracts for the operation of the transfer stations which became effective April 1, 2010. The St. Johns Landfill Streambank Restoration project managed by the U.S. Army Corps of Engineers and originally scheduled for implementation in FY 2009-10 was postponed to FY 2010-11.

Metro begins fleet management

Renewal and Replacement: A budget amendment incorporated an additional $182,000 for the Fleet Management Project during the fourth quarter in order to implement certain aspects of the new fleet management operations. As of July 1, 2010, Metro manages fleet services internally, rather than through a contract with Multnomah County. Actual capital costs include expenditures for two major capital projects: the Metro Regional Parking Garage ($533,000) and the M. James Gleason Boat Ramp Phase III project ($1.6 million). These projects will be completed next year.

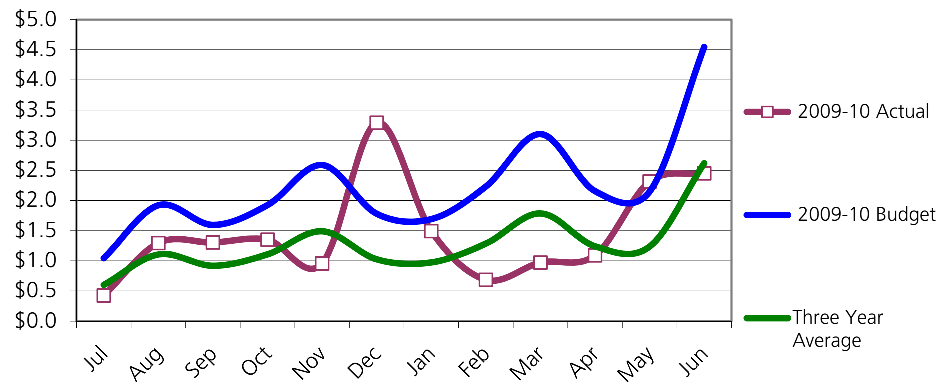
Sustainability Center

	Budget	Year End Actual	% of Budget
General Fund	$4,667,247	$3,389,725	72.6%
Solid Waste Revenue Fund	$8,076,135	$6,063,092	75.1%
Natural Areas Fund	$58,566,956	$20,263,215	34.6%

All Funds	Budget	Year End Actual	% of Budget	3-year Average
Personal Services	6,301,190	6,156,258	97.7%	94.6%
Materials and Services	20,422,098	11,471,207	56.2%	65.1%
Total Operating Expenditures	**26,723,288**	**17,627,465**	**66.0%**	**74.0%**
Capital Outlay	**46,503,440**	**13,703,673**	**29.5%**	**69.4%**
Total Expenditures	**73,226,728**	**31,331,138**	**42.8%**	**70.8%**

Sustainability Center- Operating Expenditures by Month

shown in millions, excluding capital acquistions



Sustainability Center operating expenditures ended the year 34 percent below budget. This was mainly due to timing/seasonality issues associated with restoration projects; delays and one trail project cancellation; and lower than originally projected participation in the Outdoor School Program. Personal services and materials and services finished the year 2.3 percent and 43.8 percent below budgeted levels, respectively. Capital expenditures ended the year 70.5 percent below the budget mainly due to the Natural Areas Land Acquisition program.

Parks Planning and Development: Several trail projects remained in a scoping phase during FY 2009-10, with funds not needed to pay consultants prior to the end of the year; other trail projects were waiting for matching funds. These projects were carried forward to FY 2010-11.

Capital expenditures include approximately $600,000 initial expenditures incurred during the fiscal year for the Blue Lake Nature and Golf Learning Center project. A budget amendment during the fourth quarter removed this $11.1 million project, which is currently on hold and may be considered as a potential project in future discussions. The initial expenditures incurred for this project were funded from the balance of the Multnomah County reserve restricted for use only on former Multnomah County facilities.

School finances impact waste reduction education

Resource Conservation and Recycling: Outdoor school expenditures were approximately 45.4 percent ($0.5 million) lower than budgeted as school participation was lower than originally projected. Multiple projects in various program areas (commercial, multi-family, construction and demolition) were not undertaken, in large part due to waiting for the outcome of the division's year-long strategic planning project. Several of these projects were carried forward to fiscal year 2010-11.

Natural Areas: During FY 2009-10 Metro acquired 1,428 acres of natural areas at a cost of $10.2 million. These acquisitions include the 1,143 acre Chehalem Ridge Natural Area ($6.1 million), the largest acquisition in the history of this program. Capital (land) expenditures were 72.6 percent lower than budgeted. The economic downturn continued to slow the real estate market in FY 2009-10. In addition, the land acquisition budget is set high to ensure that adequate appropriation exists to cover a large number of potential acquisitions. Capital expenditures include construction costs for the new Graham Oaks Nature Park, to be opened September 2010. Materials and services expenditures from the Local Share and Capital Grants programs were 51.1 percent below the budget. As Metro does not control the timing and amount of reimbursement requests in these programs, the budget is set high to ensure adequate appropriation exists when requests do come in.

EXPENDITURES– SUPPORT DEPARTMENTS

All Support Departments

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	16,082,721	15,214,300	94.6%	91.3%
Materials and Services	14,534,770	12,213,994	84.0%	79.1%
Total Operating Expenditures	**30,617,491**	**27,428,293**	**89.6%**	**85.5%**
Total Capital Outlay	**247,900**	**74,948**	**30.2%**	**55.6%**
Total Renewal and Replacement	**750,711**	**316,921**	**42.2%**	**51.2%**
Total Expenditures	**$31,616,102**	**$27,820,162**	**88.0%**	**84.6%**

Council Office

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	3,090,797	2,984,925	96.6%	96.0%
Materials and Services	317,480	145,114	45.7%	68.9%
Total Expenditures	**$3,408,277**	**$3,130,039**	**91.8%**	**92.3%**

SMI-related materials and services underspending was carried forward to FY 2010-11 to support the launch of the Learning Management System in Human Resources.

Office of the Auditor

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	629,278	595,351	94.6%	80.9%
Materials and Services	40,155	17,978	44.8%	147.8%
Total Expenditures	**$669,433**	**$613,329**	**91.6%**	**84.8%**

Office of the Metro Attorney

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	1,933,712	1,834,865	94.9%	92.7%
Materials and Services	61,982	53,966	87.1%	99.6%
Total Expenditures	**$1,995,694**	**$1,888,831**	**94.6%**	**92.9%**

Communications

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	2,098,206	2,011,808	95.9%	91.8%
Materials and Services	223,010	168,284	75.5%	34.0%
Total Expenditures	**$2,321,216**	**$2,180,092**	**93.9%**	**81.9%**

Materials and services spending in Communications is higher than past years due to contract spending carried over from FY 2008-09.

Finance and Regulatory Services

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	4,441,494	4,128,318	92.9%	89.7%
Materials and Services	1,531,124	1,216,469	79.4%	79.6%
Total Expenditures	**$5,972,618**	**$5,344,787**	**89.5%**	**87.2%**

Human Resources

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	1,502,381	1,418,105	94.4%	97.9%
Materials and Services	401,709	297,806	74.1%	82.0%
Total Expenditures	**$1,904,090**	**$1,715,911**	**90.1%**	**94.7%**

Information Services

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	2,386,853	2,240,928	93.9%	87.0%
Materials and Services	783,911	539,421	68.8%	85.7%
Total Operating Expenditures	**3,170,764**	**2,780,349**	**87.7%**	**86.6%**
Total Capital Outlay	**247,900**	**74,948**	**30.2%**	**34.3%**
Total Renewal and Replacement	**750,711**	**316,921**	**42.2%**	**51.2%**
Total Expenditures	**$4,169,375**	**$3,172,218**	**76.1%**	**79.0%**

The on-line application development project will be carried forward to next year. In February the Council approved a new capital project to combine the Metro and MERC networks in a "one domain" project. A number of renewal and replacement projects affecting licensing agreements will be delayed until the consolidation can be completed.

EXPENDITURES– NON-DEPARTMENTAL

Non-departmental

	Budget	Year-end Actual	Year-end % of Budget	3-Year Average
Personal Services	0	0	0%	0%
Materials and Services	5,249,655	3,095,184	59.0%	47.6%
Total Operating Expenditures	**5,249,655**	**3,095,184**	**59.0%**	**102.4%**
Total Debt Service	**42,005,362**	**41,952,360**	**99.9%**	**100.0%**
Total Capital Outlay	**3,764,924**	**2,823,878**	**75.0%**	**45.5%**
Total Expenditures	**$51,019,941**	**$47,871,422**	**93.8%**	**91.6%**

Non-departmental special appropriation expenditures during the fourth quarter include the following:

- $25,900 of budgeted $107,000 for external financial audit.
- $162,000 for construction excise tax concept planning grants to local governments. Payments are made only when recipients meet established milestones.
- $4,850 of $25,000 in sponsorships.
- $116,000 in election costs.
- $102,500 in Nature in Neighborhoods grant reimbursements.

Appendices

APPENDIX – Fund Tables, year to year comparison

General Fund (consolidated), as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 26,616,367**		**$ 28,627,795**	
Program Revenues	41,114,826	12,797,511	36,190,462	88.0%
General Revenues	27,108,490	5,426,226	26,303,090	97.0%
Transfers	40,659,713	5,723,463	23,020,018	56.6%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**108,883,029**	**23,947,200**	**85,513,571**	**78.5%**
Total Resources	**$135,499,396**		**$114,141,366**	
Requirements				
Operating Expenditures	82,935,188	19,606,721	65,771,976	79.3%
Debt Service	1,472,340	881,170	1,472,339	100.0%
Capital Outlay	0	30,260	40,838	0.0%
Interfund Transfers	4,770,610	713,912	3,922,297	82.2%
Intrafund Transfers	30,694,846	2,975,266	13,182,678	
Contingency	3,854,033			
Subtotal Current Expenditures	**123,727,017**	**24,207,329**	**84,390,128**	**68.2%**
Unappropriated Balance	**11,772,379**		**29,751,238**	
Total Requirements	**$135,499,396**		**$114,141,366**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 23,789,778**		**$ 28,386,762**	
Program Revenues	43,167,211	14,339,602	37,685,728	87.3%
General Revenues	29,098,374	5,345,831	26,815,218	92.2%
Transfers	26,930,217	6,064,235	25,081,773	93.1%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**99,195,802**	**25,749,668**	**89,582,719**	**90.3%**
Total Resources	**$122,985,580**		**$117,969,481**	
Requirements				
Operating Expenditures	80,818,393	18,922,764	64,002,672	79.2%
Debt Service	2,042,986	815,986	2,010,698	98.4%
Capital Outlay	316,000	30,538	93,924	29.7%
Interfund Transfers	5,240,928	1,627,922	5,149,198	98.2%
Intrafund Transfers	19,190,271	4,280,355	18,085,194	
Contingency	6,535,705			
Subtotal Current Expenditures	**114,144,283**	**25,677,566**	**89,341,686**	**78.3%**
Unappropriated Balance	**8,841,297**		**28,627,795**	
Total Requirements	**$122,985,580**		**$117,969,481**	

Metro Capital Fund, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 6,406,821**		**$ 3,315,015**	
Program Revenues	1,253,953	92,640	1,587,799	126.6%
General Revenues	76,851	5,665	20,912	27.2%
Transfers	139,000	139,000	139,000	100.0%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**1,469,804**	**237,306**	**1,747,711**	**118.9%**
Total Resources	**$7,876,625**		**$5,062,726**	
Requirements				
Operating Expenditures	102,541	2,845	84,449	82.4%
Debt Service	0	0	0	
Capital Outlay	3,750,303	461,515	3,183,255	84.9%
Interfund Transfers	910,663	216,576	849,942	93.3%
Intrafund Transfers	0	0	0	
Contingency	2,731,432			
Subtotal Current Expenditures	**7,494,939**	**680,936**	**4,117,646**	**54.9%**
Unappropriated Balance	**381,686**		**945,080**	
Total Requirements	**$7,876,625**		**$5,062,726**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 7,553,788**		**$ 8,544,730**	
Program Revenues	9,891,108	715,439	3,764,453	38.1%
General Revenues	110,854	41,775	198,670	179.2%
Transfers	925,000	317,500	1,165,000	125.9%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**10,926,962**	**1,074,714**	**5,128,123**	**46.9%**
Total Resources	**$18,480,750**		**$13,672,853**	
Requirements				
Operating Expenditures	719,631	24,649	105,146	14.6%
Debt Service	0	0	0	
Capital Outlay	15,762,384	3,457,267	9,885,519	62.7%
Interfund Transfers	97,174	0	97,174	100.0%
Intrafund Transfers	0	0	270,000	
Contingency	1,543,857			
Subtotal Current Expenditures	**18,123,046**	**3,481,916**	**10,357,839**	**57.2%**
Unappropriated Balance	**357,704**		**3,315,015**	
Total Requirements	**$18,480,750**		**$13,672,853**	

MERC Fund, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 26,074,761**		**$ 26,619,236**	
Program Revenues	32,609,089	8,226,487	32,986,175	101.2%
General Revenues	11,517,152	3,886,776	9,023,929	78.4%
Transfers	692,490	187,252	187,252	27.0%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**44,818,731**	**12,300,515**	**42,197,356**	**94.2%**
Total Resources	**$70,893,492**		**$68,816,592**	
Requirements				
Operating Expenditures	39,862,986	9,633,383	37,594,942	94.3%
Debt Service	152,258	0	139,620	91.7%
Capital Outlay	3,421,251	508,070	1,493,865	43.7%
Interfund Transfers	3,704,857	876,657	3,692,857	99.7%
Intrafund Transfers	0	0	0	
Contingency	8,122,416			
Subtotal Current Expenditures	**55,263,768**	**11,018,110**	**42,921,284**	**77.7%**
Unappropriated Balance	**15,629,724**		**25,895,308**	
Total Requirements	**$70,893,492**		**$68,816,592**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 22,091,164**		**$ 26,070,022**	
Program Revenues	32,042,473	8,706,822	31,119,653	97.1%
General Revenues	11,975,051	5,741,605	11,215,257	93.7%
Transfers	758,083	758,083	758,083	100.0%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**44,775,607**	**15,206,510**	**43,092,993**	**96.2%**
Total Resources	**$66,866,771**		**$69,163,015**	
Requirements				
Operating Expenditures	39,880,429	10,160,972	37,740,000	94.6%
Debt Service	17,805	(251)	17,548	98.6%
Capital Outlay	1,523,338	358,620	1,234,782	81.1%
Interfund Transfers	3,721,795	791,785	3,551,450	95.4%
Intrafund Transfers	0	0	0	
Contingency	9,719,169			
Subtotal Current Expenditures	**54,862,536**	**11,311,126**	**42,543,780**	**77.5%**
Unappropriated Balance	**12,004,235**		**26,619,235**	
Total Requirements	**$66,866,771**		**$69,163,015**	

Natural Areas Fund, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 75,000,000**		**$ 77,109,207**	
Program Revenues	925,710	296,468	335,730	36.3%
General Revenues	1,875,000	418,637	940,859	50.2%
Transfers	0	0	0	
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	50,000	50,000	
Subtotal Current Revenues	**2,800,710**	**765,105**	**1,326,589**	**47.4%**
Total Resources	**$77,800,710**		**$78,435,796**	
Requirements				
Operating Expenditures	13,447,344	1,105,613	7,178,112	53.4%
Debt Service	0	0	0	
Capital Outlay	45,119,612	2,623,196	13,085,103	29.0%
Interfund Transfers	1,472,292	638,307	1,437,981	97.7%
Intrafund Transfers	0	0	0	
Contingency	17,642,838			
Subtotal Current Expenditures	**77,682,086**	**4,367,116**	**21,701,195**	**27.9%**
Unappropriated Balance	**118,624**		**56,734,600**	
Total Requirements	**$77,800,710**		**$78,435,796**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 84,672,803**		**$ 93,975,794**	
Program Revenues	0	5,192,041	5,222,056	
General Revenues	3,400,000	871,111	2,538,906	74.7%
Transfers	0	0	0	
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	100,000	100,000	
Subtotal Current Revenues	**3,400,000**	**6,163,152**	**7,860,962**	**231.2%**
Total Resources	**$88,072,803**		**$101,836,756**	
Requirements				
Operating Expenditures	11,605,720	1,709,076	6,058,308	52.2%
Debt Service	0	0	0	
Capital Outlay	39,540,683	11,518,091	17,602,083	44.5%
Interfund Transfers	1,160,922	280,030	1,067,158	91.9%
Intrafund Transfers	0	0	0	
Contingency	15,000,000			
Subtotal Current Expenditures	**67,307,325**	**13,507,198**	**24,727,549**	**36.7%**
Unappropriated Balance	**20,765,478**		**77,109,207**	
Total Requirements	**$88,072,803**		**$101,836,756**	

Oregon Zoo Infrastructure and Animal Welfare Bond Fund, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 4,512,846**		**$ 4,260,056**	
Program Revenues	0	0	0	
General Revenues	362,821	5,031	26,398	7.3%
Transfers	0	0	0	
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	10,000,000	0	0	0.0%
Subtotal Current Revenues	**10,362,821**	**5,031**	**26,398**	**0.3%**
Total Resources	**$14,875,667**		**$4,286,455**	
Requirements				
Operating Expenditures	684,142	57,624	458,143	67.0%
Debt Service	0	0	0	
Capital Outlay	11,350,000	330,474	1,021,358	9.0%
Interfund Transfers	0	0	0	
Intrafund Transfers	0	0	0	
Contingency	2,841,525			
Subtotal Current Expenditures	**14,875,667**	**388,097**	**1,479,501**	**9.9%**
Unappropriated Balance	**-**		**2,806,954**	
Total Requirements	**$14,875,667**		**$4,286,455**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance				
Program Revenues	0	0	0	
General Revenues	0	14,787	37,280	
Transfers	0	0	0	
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	5,000,000	
Subtotal Current Revenues	0	**14,787**	**5,037,280**	
Total Resources	**$0**		**$5,037,280**	
Requirements				
Operating Expenditures	0	100,567	101,177	
Debt Service	0	0	0	
Capital Outlay	0	561,452	676,046	
Interfund Transfers	0	0	0	
Intrafund Transfers	0	0	0	
Contingency	0			
Subtotal Current Expenditures	0	**662,019**	**777,224**	
Unappropriated Balance	0		**4,260,056**	
Total Requirements	**$0**		**$5,037,280**	

General Renewal and Replacement, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 6,379,524**		**$ 6,978,925**	
Program Revenues	1,244,500	257,022	1,135,298	91.2%
General Revenues	216,559	25,245	65,726	30.3%
Transfers	2,274,845	426,379	1,989,175	87.4%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**3,735,904**	**708,646**	**3,190,199**	**85.4%**
Total Resources	**$10,115,428**		**$10,169,124**	
Requirements				
Operating Expenditures	978,363	512,289	842,370	86.1%
Debt Service	0	0	0	
Capital Outlay	3,764,924	561,729	2,823,878	75.0%
Interfund Transfers	0	0	0	
Intrafund Transfers	0	0	0	
Contingency	2,370,004			
Subtotal Current Expenditures	**7,113,291**	**1,074,018**	**3,666,247**	**51.5%**
Unappropriated Balance	**3,002,137**		**6,502,876**	
Total Requirements	**$10,115,428**		**$10,169,124**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 7,745,889**		**$ 7,444,289**	
Program Revenues	0	63,764	63,764	
General Revenues	317,000	78,697	229,911	72.5%
Transfers	2,340,381	331,605	1,161,459	49.6%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**2,657,381**	**474,066**	**1,455,134**	**54.8%**
Total Resources	**$10,403,270**		**$8,899,423**	
Requirements				
Operating Expenditures	809,486	288,006	501,349	61.9%
Debt Service	0	0	0	
Capital Outlay	1,184,302	138,329	1,044,148	88.2%
Interfund Transfers	375,000	0	375,000	100.0%
Intrafund Transfers	1,201,107	0	0	
Contingency	290,000			
Subtotal Current Expenditures	**3,859,895**	**426,335**	**1,920,497**	**49.8%**
Unappropriated Balance	**6,543,375**		**6,978,925**	
Total Requirements	**$10,403,270**		**$8,899,423**	

Risk Management Fund, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 2,756,352**		**$ 8,301,172**	
Program Revenues	8,631,555	2,276,082	8,372,730	97.0%
General Revenues	200,000	32,994	87,473	43.7%
Transfers	1,211,710	207,087	1,211,710	100.0%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**10,043,265**	**2,516,163**	**9,671,912**	**96.3%**
Total Resources	**$12,799,617**		**$17,973,084**	
Requirements				
Operating Expenditures	11,434,039	2,711,642	10,030,502	87.7%
Debt Service	0	0	0	
Capital Outlay	0	0	0	
Interfund Transfers	0	0	0	
Intrafund Transfers	0	0	0	
Contingency	0			
Subtotal Current Expenditures	**11,434,039**	**2,711,642**	**10,030,502**	**87.7%**
Unappropriated Balance	**1,365,578**		**7,942,583**	
Total Requirements	**$12,799,617**		**$17,973,084**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 1,070,146**		**$ 7,687,255**	
Program Revenues	8,092,444	1,635,358	7,059,629	87.2%
General Revenues	301,146	93,607	281,032	93.3%
Transfers	1,479,710	246,613	1,397,822	94.5%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**9,873,300**	**1,975,578**	**8,738,483**	**88.5%**
Total Resources	**$10,943,446**		**$16,425,738**	
Requirements				
Operating Expenditures	10,127,305	1,740,157	8,124,566	80.2%
Debt Service	0	0	0	
Capital Outlay	0	0	0	
Interfund Transfers	0	0	0	
Intrafund Transfers	0	0	0	
Contingency	0			
Subtotal Current Expenditures	**10,127,305**	**1,740,157**	**8,124,566**	**80.2%**
Unappropriated Balance	**816,141**		**8,301,172**	
Total Requirements	**$10,943,446**		**$16,425,738**	

Solid Waste Revenue Fund, as of June 30, 2010

FY 2009-10

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 35,470,285**		**$ 38,769,438**	
Program Revenues	53,794,894	13,614,124	50,990,354	94.8%
General Revenues	883,119	138,408	367,099	41.6%
Transfers	155,037	32,662	32,662	21.1%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	0	0	
Subtotal Current Revenues	**54,833,050**	**13,785,194**	**51,390,115**	**93.7%**
Total Resources	**$90,303,335**		**$90,159,553**	
Requirements				
Operating Expenditures	48,626,119	15,528,801	45,255,829	93.1%
Debt Service	0	0	0	
Capital Outlay	5,066,583	259,847	549,264	10.8%
Interfund Transfers	6,828,579	1,660,368	6,675,483	97.8%
Contingency	15,122,580			
Subtotal Current Expenditures	**75,643,861**	**17,449,016**	**52,480,576**	**69.4%**
Unappropriated Balance	**14,659,474**		**37,678,978**	
Total Requirements	**$90,303,335**		**$90,159,553**	

FY 2008-09

	Adopted Budget	Actuals 4th Qtr	June 30 Actuals	% Budget
Resources				
Beginning Fund Balance	**$ 42,100,946**		**$ 43,528,582**	
Program Revenues	60,053,526	13,577,421	50,439,602	84.0%
General Revenues	1,656,158	375,491	1,157,634	69.9%
Transfers	130,433	55,175	69,384	53.2%
Employee 401K Contributions	0	0	0	
Special Items	0	0	0	
Extraordinary Items	0	0	0	
Other Financing Sources	0	64,935	64,935	
Subtotal Current Revenues	**61,840,117**	**14,073,021**	**51,731,554**	**83.7%**
Total Resources	**$103,941,063**		**$95,260,136**	
Requirements				
Operating Expenditures	54,529,947	15,078,761	46,143,684	84.6%
Debt Service	4,697,482	0	4,697,481	100.0%
Capital Outlay	2,498,800	314,441	1,111,432	44.5%
Interfund Transfers	5,061,936	1,241,381	4,538,100	89.7%
Contingency	13,584,781			
Subtotal Current Expenditures	**80,372,946**	**16,634,583**	**56,490,698**	**70.3%**
Unappropriated Balance	**23,568,117**		**38,769,438**	
Total Requirements	**$103,941,063**		**$95,260,136**	

APPENDIX – Excise Tax Annual Forecast, as of June 30, 2010

Total Excise Tax Collections

Facility/Function (7.5 percent)	FY 2009-10 Budget	Year-end Total	Difference	% Difference
Oregon Convention Center	1,317,527	1,221,791	(95,736)	-7.27%
Expo Center	469,039	386,499	(82,540)	-17.60%
Planning Fund	4,830	15,190	10,360	214.49%
PES less SW	277,233	230,183	(47,050)	-16.97%
Total	**2,068,629**	**1,853,663**	**(214,966)**	**-10.39%**
Solid Waste Per Ton Excise Tax				
Solid Waste and Recycling Metro Facilities	4,864,765	4,755,699	(109,066)	-2.24%
Solid Waste and Recycling Non Metro Facilities	6,531,988	6,354,996	(176,992)	-2.71%
Total Solid Waste Per Ton Excise Tax	**11,396,753**	**11,110,695**	**(286,058)**	**-2.51%**
Grand Total Excise Tax	**13,465,382**	**12,964,358**	**(501,024)**	**-3.72%**

Excise tax revenues softened slightly from the third quarter estimate in non-tonnage collections, primarily at the Oregon Convention Center. Similarly, solid waste collections at Metro facilities continued to fall in the fourth quarter, but collections at non-Metro facilities improved slightly. Combined, the year ended with about $500,000 less in collections than budgeted, an improvement over the prior year when collections lagged by over $2 million.

Solid Waste Excise Tax Distribution

Total Solid Waste Per Ton Excise Tax	11,396,753	11,110,695	(286,058)	-2.51%
Solid Waste General by Code	7,168,585	7,168,585	-	0.00%
Other Solid Waste Tax			-	
Regional Parks and Greenspaces	3,462,451	3,462,451	-	0.00%
MTOCA	692,490	692,490	-	0.00%
Renewal and Replacement	537,285	537,285	-	0.00%
Total Tax Allocated	11,860,811	11,860,811	-	0.00%
Transfer to Recovery Rate Stabilization Reserve	**(464,058)**	(750,116)		

Recovery Rate Stabilization Reserve Balance

Beginning Balance	$ -
FY 2009-10 Contribution	$ (750,116)
FY 2009-10 Ending Balance	$ -
Transferred	$ -
Balance in RRSR 7-1-10	$ -
Allowed Balance (10% of Prior Two Years Metro Total ET)	$ 2,731,176

Assumptions:
Split between Metro and Non Metro is based upon budgeted tonnage.
Non Metro tonnage includes Environmental Cleanup charge (ECU) of $1 per ton and Outside of Metro Tonnage disposed at Metro sites.

For comparative purposes, projections show that full funding of other solid waste tax would result in the Recovery Rate Stabilization Fund ending FY 2009-10 with a negative balance. Excise tax code changes made these allocations an annual budgetary decision, not a specified per-ton allocation.

APPENDIX – Capital Budget Year End Status

SUMMARY

The fourth quarter report includes a comparison of budgeted capital projects with activity and spending through June 2010. The following pages present the status of all projects which had planned spending of greater than $100,000.

Fifty-eight projects anticipated expenditures this fiscal year. Of that number, 13 are ongoing projects, nine were completed by year-end, and the balance have completion dates beyond the end of this fiscal year. Four projects were added to the FY 2009-10 CIP by budget or CIP amendment.

Major projects that were completed or scheduled for completion this year:

- Cooper Mountain is completed.
- Graham Oaks is nearly completed and will open September 2010.
- M James Gleason Boat Ramp Renovation Phases III and IV were accelerated to take advantage of grant funding. A small portion is carried foward into FY 2010-11.

Several issues arose late last fiscal year or during this fiscal year on the following projects:

- *Predators of the Serengeti* and *Red Ape Reserve* projects exceeded their cost estimate, requiring CIP amendments and some additional funding. The Oregon Zoo Foundation funded a portion of the additional costs; the remainder came from renewal and replacement funding for qualifying parts of the project.
- Parking Structure Waterproofing has evolved in a major maintenance update increasing the expected cost from $125,000 to $600,000 for FY 2009-10. An issue with the top floor has added another $354,000 to this project bringing the total to $1,160,000.
- The Oregon Zoo Bond projects are undergoing a significant master planning process to improve project scope definition and to identify the optimal sequencing, shared infrastructure, physical access to construction areas, staging and shared sustainability initiatives needed to successfully complete the program.
- The economic downturn caused the Metro Council to cancel construction of the Blue Lake Nature and Golf Learning Center. The project is on hold until a more favorable economic climate returns.

Information Services

FY 2009-10 Capital Projects status through June 30, 2010

Replace/Acquire Desktop Computers

This project represents all desktop computer hardware replacement. Normal replacement schedule is three years.

Comments: Purchases usually occur in the second half of the fiscal year.

FY 2009-10 Adopted Budget	80,000
Dollars spent as of 06-30-10	92,646
CIP estimated cost	Ongoing
Completion date	Ongoing

Develop Enterprise Business Applications Software

This project is to purchase Asset Management Software and Budgeting Software.

Comments: The Asset Module was purchased and was implemented last year; the budget systems part of the project remains. Part of the MERC/Metro Business Process study has opened a discussion of the entire enterprise system which may affect this project.

FY 2009-10 Adopted Budget	150,000
Dollars spent as of 06-30-10	-
CIP estimated cost	483,064
Completion date	06/30/2011

Learning Management System

As part of the Sustainable Metro Initiative, Metro acquired an online training system which delivers curriculum offerings in an anytime, anywhere format.

Comments: Project complete.

FY 2009-10 Adopted Budget	47,900
Dollars spent as of 06-30-10	40,923
Completed project cost	108,203
Completion date	06/30/2010

Enterprise Productivity Platform Upgrade & Licensing

Enterprise wide licensing approach. A change from individually licensing applications.

Comments: This year's budgeted portion of the project is complete. It is anticipated that the overall project budget will increase due to the need for more licenses then originally anticipated and the inclusion of the SharePoint software.

FY 2009-10 Adopted Budget	205,167
Dollars spent as of 06-30-10	211,149
CIP estimated cost	832,521
Completion date	06/30/2012

FY 2009-10 Capital Projects status through June 30, 2010

Information Services Renewal and Replacement Projects

Information Services renewal and replacement projects less than $100,000.

Comments: $158,722 is carried forward into the FY 2010-11 Adopted Budget.

FY 2009-10 Adopted Budget	412,179
Dollars spent as of 06-30-10	105,772
CIP estimated cost	Ongoing
Completion date	Ongoing

Upgrade of Business Enterprise Software (PeopleSoft)

This project provides the funding for the regular PeopleSoft upgrades for both the Human Resources and Financial modules.

Comments: $68,340 is carried forward to FY 2010-11 and $65,025 is carried forward to FY 2011-12. IS is developing a plan for management of this system.

FY 2009-10 Adopted Budget	133,365
Dollars spent as of 06-30-10	-
CIP estimated cost	Ongoing
Completion date	Ongoing

Oregon Zoo

FY 2009-10 Capital Projects status through June 30, 2010

Perimeter USDA Fence

This project is the regular replacement of the existing zoo perimeter containment fence.

Comments: Current year relacement portion of fence is complete.

FY 2009-10 Adopted Budget	56,182
Dollars spent as of 06-30-10	24,440
CIP estimated cost	Ongoing
Completion date	Ongoing

Primate Building Roof Replacement

Project includes reroofing the building after removal of existing compromised green roof and extensive repair to substrate due to prolonged leaking and water damage.

Comments: Project is complete.

FY 2009-10 Adopted Budget	120,000
Dollars spent as of 06-30-10	109,994
Completed project cost	121,994
Completion date	06/30/2010

Zoo Micros POS System

Regular replacement of the zoo's Micros point-of-sale system.

Comments: $173,600 is carried forward into the FY 2010-11 Adopted Budget.

FY 2009-10 Adopted Budget	183,600
Dollars spent as of 06-30-10	5,902
CIP estimated cost	183,600
Completion date	06/30/2011

Zoo Parking Lot Replacement

Regular replacement of the parking lot pavement.

Comments: Amount of this project allocated to FY 2009-10 was spent.

FY 2009-10 Adopted Budget	20,808
Dollars spent as of 06-30-10	20,808
CIP estimated cost	Ongoing
Completion date	Ongoing

Zoo Railroad Track Replacement

Regular replacement of zoo railroad track.

Comments: The Zoo performed a small amount of work on this project in spring 2010. $22,627 is carried forward into the FY 2010-11 Adopted Budget.

FY 2009-10 Adopted Budget	45,255
Dollars spent as of 06-30-10	1,774
CIP estimated cost	Ongoing
Completion Date	Ongoing

FY 2009-10 Capital Projects status through June 30, 2010

Zoo Renewal and Replacement Projects

All Zoo renewal and replacement projects less than $100,000.

Comments: Many projects were deferred to provide funding for asset renewal and replacement associated with the *Predators of the Serengeti* and *Red Ape Reserve* projects. Those project asset details will be added to the renewal and replacement database.

FY 2009-10 Adopted Budget	639,647
Dollars spent as of 06-30-10	178,428
CIP estimated cost	Ongoing
Completion date	Ongoing

Predators of the Serengeti

This project converted the Alaska Tundra exhibit into an African themed exhibit. Construction continued into FY 2009-10 with the exhibit opening late summer 2009. The Oregon Zoo Foundation championed a campaign to finance the exhibit.

Comments: This $5.2 million project was amended, increasing the total cost to $6,970,000. Additional funding was from OZF donations and undesignated capital funds. In addition, qualifying portions of the project were funded from renewal and replacement.

FY 2009-10 Adopted Budget	1,950,000
Dollars spent as of 06-30-10	1,729,096
Completed project cost	7,113,500
Completion date	06/30/2010

Red Ape Reserve (“Orangutan” project)

This project constructs a new indoor exhibit, new holding/shift rooms and renovates existing outdoor exhibits for the zoo’s orangutans.

Comments: This $2.3 million project was amended, increasing the total cost to $3,550,000. Additional funding was from OZF donations and undesignated capital funds. In addition, qualifying portions of the project were funded from renewal and replacement. The exhibit will open in September 2010.

FY 2009-10 Adopted Budget	803,953
Dollars spent as of 06-30-10	1,168,086
CIP Estimated Cost	3,550,000
Completion Date	10/01/2010

Oregon Zoo Bond Projects

FY 2009-10 Capital Projects status through June 30, 2010

Conservation Education "Discovery Zone"

Dedicated space for programming in a new Conservation Discovery Zone will increase both the quality and quantity of conservation education opportunities at the zoo.

Comments: This work will fold into the overall master planning work. Minimal expenditure for program evaluation occurred in FY 2009-10.

FY 2009-10 Adopted Budget	250,000
Dollars spent as of 06-30-10	2,197
CIP estimated cost	450,000
Completion date	TBD

Master Plan Land Use and Bond Issuance Costs

This project is to prepare the master planning and land-use plans for the overall bond projects, sustainability initiatives, and infrastructure improvements.

Comments: Bond program staff strategized with Metro's Senior Leadership Team on the best strategy for master planning and land-use issues. Bond program staff issued a request for proposal for master planning consultant services.

FY 2009-10 Adopted Budget	600,000
Dollars spent as of 06-30-10	45,182
CIP estimated cost	5,400,000
Completion date	06/30/2014

Improving Elephants On Site Facilities

This project will provide better conditions for elephants short-term and long-term. Space for elephants will increase from 1.5 acres to 6 acres.

Comments: This work will fold into the overall master planning work. Work to identify the uses and programmatic value for land adjoining the existing elephant exhibit, as well as program facility needs, is underway.

FY 2009-10 Adopted Budget	1,500,000
Dollars spent as of 06-30-10	1,137
CIP estimated cost	19,600,000
Completion date	TBD

More Humane Enclosures for Apes and Monkeys

The rebuilt exhibits will provide expanded homes for primates and allow for the addition of smaller mammals and birds. Enlarged indoor and outdoor areas would give chimpanzees, mandrills and other monkeys and apes a sustainable and enriching environment.

Comments: This work will fold into the overall master planning work. Some program evaluation took place this fiscal year.

FY 2009-10 Adopted Budget	3,000,000
Dollars spent as of 06-30-10	-
CIP estimated cost	15,600,000
Completion date	TBD

Penguin Filtration System Replacement

Install a modern filtration system that filters and recycles water for the 25,000-gallon penguin pool. The project goal is to reduce water usage by 80 percent, saving more than 7 million gallons of water per year.

Comments: The contract for Life Support System design has been awarded and work is proceeding.

FY 2009-10 Adopted Budget	1,000,000
Dollars spent as of 06-30-10	140,746
CIP estimated cost	2,100,000
Completion date	12/31/2010

Oregon Zoo Bond Projects (*continued*)

FY 2009-10 Capital Projects status through June 30, 2010

Upgrading Zoo Facilities to Save Water and Energy

Save, capture or treat storm and waste water through updating the zoo's water distribution system. Update the zoo's fresh water infrastructure.

Comments: The waste and storm water master plan report should be complete by February 2011. This information will be folded into the overall master planning and sustainability planning work for future water and energy upgrade projects.

FY 2009-10 Adopted Budget	500,000
Dollars spent as of 06-30-10	234,059
CIP estimated cost	8,500,000
Completion date	TBD

Veterinary Medical Center and Quarantine

The existing veterinary and quarantine facilities are deficient. Current clinical spaces are very small and cramped, have poor lighting and drainage, and lack controls for minimizing disease transmission.

Comments: Project planning is completed. The goal is to obtain project permits, bid the project construction in early spring and begin construction in August 2010.

FY 2009-10 Adopted Budget	4,500,000
Dollars spent as of 06-30-10	662,908
CIP estimated cost	9,200,000
Completion date	12/31/2011

Parks and Environmental Services

FY 2009-10 Capital Projects status through June 30, 2010

Council/COO Building Space Remodel

This remodel is expected to provide meeting space and office space for the Council and the Chief Operating Officer.

Comments: Budget amendment increased the amount of this project's FY 2009-10 budget to $228,000 from $100,000.

FY 2009-10 Adopted Budget	228,000
Dollars spent as of 06-30-10	63,078
CIP estimated cost	292,983
Completion date	06/30/2010

Carpet Replacement

Expected carpet replacement during FY 2009-10.

Comments: This is normal carpet replacement, $41,161 is carried forward into FY 2010-11.

FY 2009-10 Adopted Budget	125,040
Dollars spent as of 06-30-10	80,567
CIP estimated cost	415,910
Completion date	06/30/2012

Property Services Renewal and Replacement Projects

All Metro Regional Center renewal and replacement projects less than $100,000.

Comments: Balance of projects carried forward to future years.

FY 2009-10 Adopted Budget	220,396
Dollars spent as of 06-30-10	51,778
CIP estimated cost	Ongoing
Completion date	Ongoing

M. James Gleason Boat Ramp - Phase III & IV

Phase III improvements include upgrading the existing boat launch facilities and improvements to efficiency and capacity of the boat ramp.

Comments: Moved this project by budget amendment and CIP Amendment from 2011 to 2010 to take advantage of available grant funding of $1,212,000 and favorable bids for the project. A small portion of this project is carried forward to next fiscal year.

FY 2009-10 Adopted Budget	1,600,000
Dollars spent as of 06-30-10	1,562,200
CIP estimated cost	1,600,000
Completion date	06/30/2011

Lone Fir Cemetery Improvements

This project represents the funding for planning for improvements to the site as well as $40,000 in on the ground improvements.

Comments: This project was added in a budget action. The majority of these projects will be completed except for the Bottler mausoleum upgrades which require extensive work.

FY 2009-10 Adopted Budget	40,000
Dollars spent as of 06-30-10	26,376
CIP estimated cost	131,600
Completion date	Ongoing

FY 2009-10 Capital Projects status through June 30, 2010

Parking Structure Waterproofing

This project is to repair and waterproof the parking structure. Failure to complete this project could result in building structural damage.

Comments: This project required a budget amendment as the low bid came in at $574,850. An additional issue with the top floor is increasing the budget for this project to $1,160,000 in FY 2010-11.

FY 2009-10 Adopted Budget	450,000
Dollars spent as of 06-30-10	973,000
CIP estimated cost	1,160,000
Completion Date	06/30/2011

PES Fleet Management

In anticipation of terminiation of a long term agreement with Multnomah County to maintain and replace parks equipment and vehicles, Metro aquired fleet management software and purchased two replacement vehicles. Fleet replacements will become an ongoing CIP project begininng in FY 2010-11.

Comments: The contract was successfully terminated as of June 30, 2010, and Metro received $540,000 that Multnomah County held for Metro's equipment replacement.

FY 2009-10 Adopted Budget	200,000
Dollars spent as of 06-30-10	181,660
CIP etimated cost	Ongoing
Completion Date	Ongoing

Regional Parks Renewal and Replacement

All parks renewal and replacement projects less than $100,000.

Comments: $42,119 in projects were carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	169,267
Dollars spent as of 06-30-10	63,540
CIP estimated cost	Ongoing
Completion Date	Ongoing

Improvements to Metro South truck entrance/exit

The project scope involves adding landscaping and a new automatic gate to reduce visibility into the site from the public road and new sidewalk.

Comments: Due to city road realignment plans, this project is carried forward to FY 2011-12.

FY 2009-10 Adopted Budget	110,000
Dollars spent as of 06-30-10	-
CIP estimated cost	110,000
Completion Date	6/30/2012

Metro Central - Chimney Removal

The existing chimney, which was part of the original steel mill facility construction, was not designed to withstand forces due to a seismic activity. As a result, the chimney is deficient in overturning resistance.

Comments: The final contract for demolition was completed for $218,000 at the end of July 2009.

FY 2009-10 Adopted Budget	500,000
Dollars spent as of 06-30-10	218,000
Completed project cost	218,000
Completion Date	07/30/2009

FY 2009-10 Capital Projects status through June 30, 2010

Metro Central - Rainwater Harvesting

This project would have captured rainwater from the roof of the transfer building for use at onsite truck wash.

Comments: This project is cancelled, and storm water management will be included in a 2011 project.

FY 2009-10 Adopted Budget	160,000
Dollars spent as of 06-30-10	-
CIP estimated cost	-
Completion Date	cancelled

Metro Central - Tarping Station

A design layout will be conducted to determine if an appropriate location can be found for a tarping station at Metro Central. Currently, commercial trucks that use tarps to cover their loads must park in the drive through area behind the facility.

Comments: This project is carried forward to FY 2011-12.

FY 2009-10 Adopted Budget	200,000
Dollars spent as of 06-30-10	-
CIP estimated Cost	200,000
Completion Date	6/30/2012

Metro South - New Operations Supervisors' Office

This project will consider relocating the operations supervisors' office out of the main entry way and to a more centrally located area on the site.

Comments: Due to city road realignment plans, this project is carried forward to FY 2011-2012.

FY 2009-10 Adopted Budget	100,000
Dollars spent as of 06-30-10	-
CIP estimated cost	100,000
Completion Date	06/30/2012

Power Surge Protection for scalehouses at MSS & MCS

This project is intended to provide power surge protection for electronic equipment in the scalehouses at both Metro South and Central.

Comments: A refined project scope significantly reduced the cost of this completed project.

FY 2009-10 Adopted Budget	150,000
Dollars spent as of 06-30-10	7,138
Completed project cost	7,128
Completion Date	06/30/2010

St Johns - Perimeter Dike Stabilization and Seepage Control

The objective of this project is to stabilize sections of the St. Johns Landfill perimeter dike to minimize contact of waste or leachate with surrounding surface water.

Comments: This project is carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	1,666,783
Dollars spent as of 06-30-10	17,482
CIP estimated cost	1,742,464
Completion Date	06/30/2014

FY 2009-10 Capital Projects status through June 30, 2010

St. Johns - Landfill Remediation

St. Johns Landfill is on the DEQ confirmed release list and inventory, which identify sites in Oregon where release of hazardous substances into the environment has been confirmed, where further investigation is required, and remediation may be needed.

Comments: This project is carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	-
Dollars spent as of 06-30-10	-
Completed Project Cost	3,000,000
Completion Date	11/01/2013

St. Johns - Re-establish Proper Drainage

Construction of the multi-layer cover system over the buried waste at St. Johns Landfill during 1991-1996 included contouring the landfill surface for effective drainage of rainwater. This feature protects the integrity of the cover.

Comments: This project is carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	252,000
Dollars spent as of 06-30-10	-
CIP estimated cost	878,365
Completion Date	Ongoing

Metro Central - Truckwash

The truckwash at Metro Central Transfer Station requires significant maintenance on a daily basis by our operations contractor due to the inefficient design. This project will improve the facility to reduce operating labor and to provide the needed modification.

Comments: Bids came in in January of 2010 lower than anticipated. This project is complete.

FY 2009-10 Adopted Budget	350,000
Dollars spent as of 06-30-10	105,737
Complete project cost	105,737
Completion Date	06/30/2010

Metro Central Bay 2 Concrete Floor

Concrete surface needed to be cut out, the rebar removed and new concrete poured. No rebar will be used in the replacement as it has caused damage to truck tires.

Comments: This work was completed by the operations contractor.
There will be no work on it by Metro.

FY 2009-10 Adopted Budget	250,000
Dollars spent as of 06-30-10	-
Completed project cost	-
Completion Date	Completed by others

Metro Central-HHW- Ventilation System Replacement

Scheduled replacement of major components of the ventilation system.

Comments: The HVAC upgrades were completed in September 2009.

FY 2007-08 Adopted Budget	65,000
Dollars spent as of 06-30-08	17,124
Completed project cost	140,000
Completion Date	09/30/2009

The two compactors at Metro South Transfer Station were installed in late 1998 and early 1999. Metro staff estimates that they will be at the end of their useful life in 2008.

Comments: RFP responses reduced the expected cost of this project.

FY 2009-10 Adopted Budget	600,000
Dollars spent as of 06-30-10	170,323
CIP estimated cost	170,323
Completion Date	06/30/2011

Metro Central - Scalehouse "A" Inbound Scale Replacement

This project replaced a scale at Metro Central.

Comments: This project was combined under one contract with the outbound scale replacement budgeted in 2008-2009. The inbound scale was completed August 2009.

FY 2009-10 Adopted Budget	-
Dollars spent as of 06-30-10	105,570
CIP estimated cost	110,000
Completion Date	08/23/2009

Metro South - Modify Entry Way to Operations Bld.

The existing entry way was originally the main entrance to the site and includes the site supervisors' office. Since the site has expanded and the household hazardous waste facility has been built at the front entrance, this area is no longer used.

Comments: Due to city road realignment plans, this project is carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	175,000
Dollars spent as of 06-30-10	-
CIP estimated cost	175,000
Completion Date	06/30/2011

Metro South- Replace Ventilation System Components

Major components of the ventilation system for the commercial building at Metro South are scheduled for replacement.

Comments: The design is behind schedule as we investigate sustainability options. If the electric heat can be replaced with gas, the new replacement equipment will be gas operated. This project is carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	140,000
Dollars spent as of 06-30-10	4,342
CIP estimated cost	140,000
Completion Date	06/30/2011

SW Renewal and Replacement Acct Non CIP

This action is for renewal and replacement projects that are less than $100,000.

Comments: This project provides funding for smaller R&R projects.

FY 2009-10 Adopted Budget	100,000
Dollars spent as of 06-30-10	64,484
CIP estimated cost	500,000
Completion Date	Ongoing

Research Center

FY 2009-10 Capital Projects status through June 30, 2010

Regional Land Information System (RLIS)

Regular replacement of components of the Regional Land Information System (RLIS) is the heart of the planning and mapping services provided by Metro.

Comments: The amount expended this year was slightly less than budgeted.

FY 2009-10 Adopted Budget	42,000
Dollars spent as of 06-30-10	34,868
CIP estimated cost	950,667
Completion Date	Ongoing

Transportation Modeling Services Cluster Upgrade

The original modeling system was purchased in FY 2001-02. The modeling system migrated from a centralized computing system to a desktop oriented system in FY 2007-08. The expenditures noted in the CIP represent the renewal and replacement needs for that system.

Comments: The amount expended this year is less than budgeted.

FY 2009-10 Adopted Budget	80,000
Dollars spent as of 06-30-10	61,733
CIP estimated cost	248,200
Completion Date	Ongoing

Sustainability Center

FY 2009-10 Capital Projects status through June 30, 2010

40-Mile Loop Trail Construction at Blue Lake Park

This section of the 40-Mile Loop Trail will close a key gap along Marine Drive. The trail will be built on Metro-owned property in Blue Lake Park, along the northern border of the park (along the toe of the dike, between Interlachen Lane and Blue Lake Road.)

Comments: Project carried forward to FY 2010-11.

FY 2009-10 Adopted Budget	939,000
Dollars spent as of 06-30-10	2,886
CIP estimated cost	939,000
Completion Date	06/30/2011

Cooper Mountain Nature Park

This project is the capital construction of Cooper Mountain Natural Area.

Comments: This project is complete and the park is opened.

FY 2009-10 Adopted Budget	400,000
Dollars spent as of 06-30-10	253,741
Completed project cost	2,511,133
Completion Date	06/30/2010

Graham Oaks Nature Park

The purpose of the Graham Oaks Nature Park Development (previously called the Wilsonville Tract area) is to provide a model of restoration ecology in balance with human activities and interests and to be a model for public education and environmental stewardship.

Comments: $250,000 of this project is carried forward to FY 2010-11. The park will open in September 2010.

FY 2009-10 Adopted Budget	2,843,080
Dollars spent as of 06-30-10	1,581,680
Completed project cost	3,420,898
Completion Date	06/30/2011

Natural Areas Acquisition

Voters approved a $224.7 million General Obligation Bond Measure to acquire natural areas for the purpose of water quality and habitat protection.

Comments: The total expenditure includes grant expenditures as well as local share distributions.

FY 2009-10 Adopted Budget	40,937,537
Dollars spent as of 06-30-10	18,426,292
CIP estimated cost	167,642,489
Completion Date	06/30/2013

Nature and Golf Learning Center at Blue Lake Park

The Economic Feasibility and Facility Improvements Plan for Blue Lake Park, adopted by Metro Council in 2001, identifies the development of a Golf Learning Facility at Blue Lake Park.

Comments: This project is on hold for a future time period and a budget action reduced the $10,650,000 construction budget to $626,360 for planning and design costs.

FY 2009-10 Adopted Budget	626,360
Dollars spent as of 06-30-10	617,848
CIP estimated cost	11,691,609
Completion Date	09/30/2011

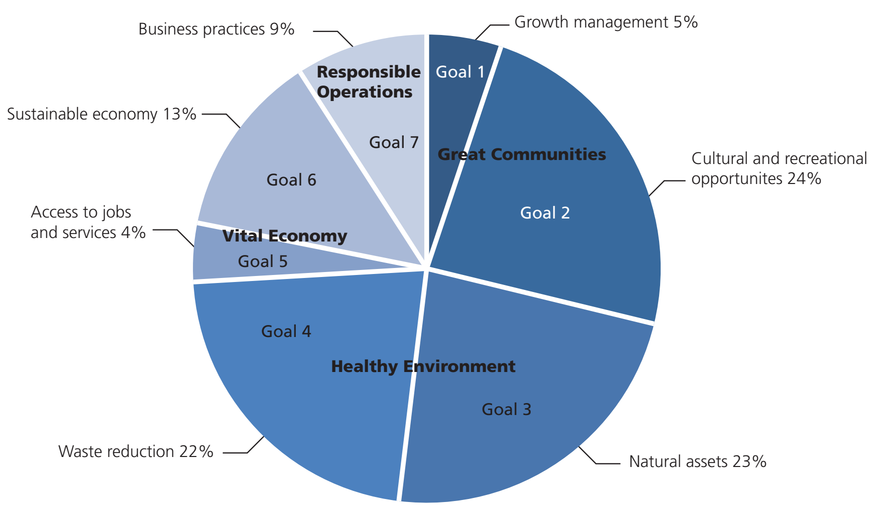
APPENDIX – Program budget

SUMMARY

Metro appropriates its legal budget by fund, by organizational unit and by specific budget categories of expense in accordance with state budget law. Metro's goals rise above and cross over fund and organizational unit boundaries. The program budget is organized by Council goals and demonstrates the ways in which our programs interrelate and support Metro's strategic intent for the region.

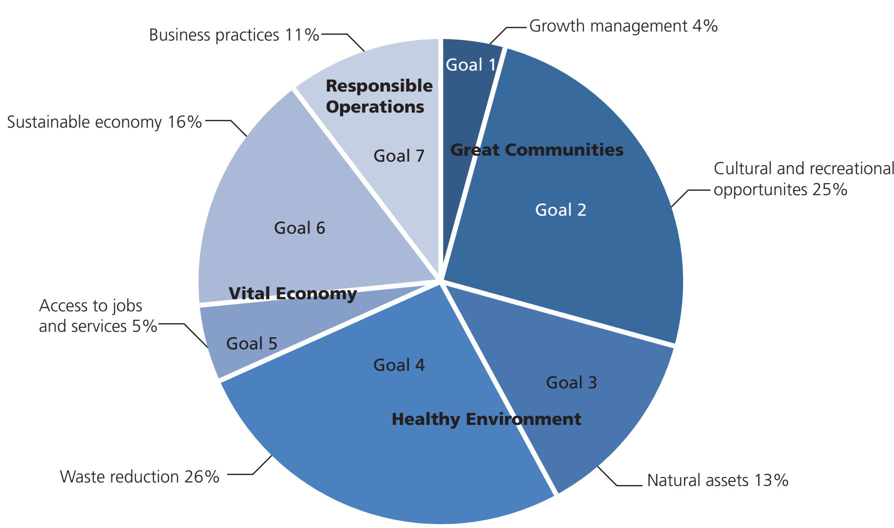
For the fourth quarter we are including a summary view of the program budget by goal, comparing "budget to actual." This is the first time we have made this report, and we can see both its usefulness and its limitations. For example, the budget reflects the budget at time of adoption, not as we have amended it over the course of the year. This is a limitation that we will correct in FY 2010-11. The differences in budget to actual are particularly apparent in the capital-intensive programs such as Natural Areas (Goal 3). Overall, the reduced spending for Natural Areas acquisitions and local share payments accounted for half of the total underspending, resulting in a slightly different proportioning over the remaining goals.

FY 2009-10 Budget



Total Budget Expenditure $274,155,000

FY 2009-10 Actual



Total Actual Expenditure $198,601,000

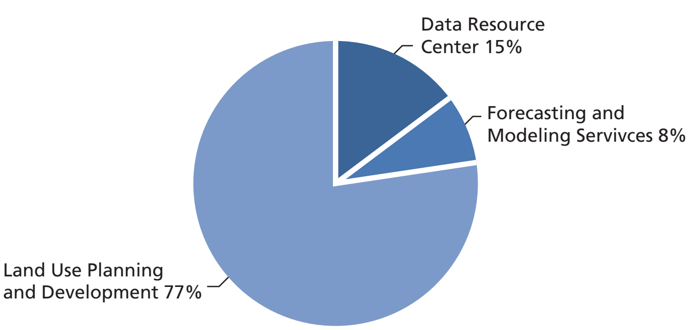
Great Communities - Goal 1

Goal 1: Guide growth in a sustainable and compact metropolitan structure.

Directing regional growth toward more sustainable patterns leads to the use of fewer natural resources and less energy for our homes, businesses and transportation needs and creates more affordable living choices.

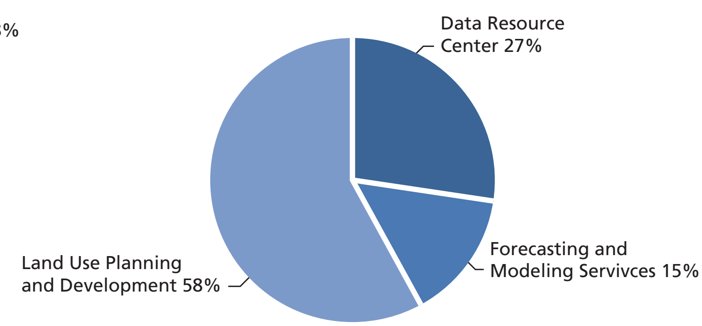
	Data Resource Center		Forecasting and Modeling Services		Land Use Planning and Development	
	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals
Program Resources						
Enterprise	728,503	427,007	3,368	838	-	71,866
Grants and Donations	185,066	215,767	706,477	859,441	255,565	220,423
Governmental Resources	-	723,909	120,348	134,703	-	-
Fund Balance/Other	286,454	200,001	50,340	1,449	6,110,131	1,576,326
Total	1,200,023	1,566,684	880,533	996,431	6,365,696	1,868,615
Program Outlays						
Operating Costs	1,604,019	1,651,613	833,922	798,867	9,926,557	3,841,241
Capital	-	-	-	-	-	-
Department Administration and Overhead	163,548	181,372	97,353	107,963	79,213	72,982
Direct Service Transfers	-	-	-	-	-	-
Central Administration and Overhead	312,527	402,077	177,118	291,998	888,759	823,599
Total Expenditures	2,080,094	2,235,062	1,108,393	1,198,828	10,894,529	4,737,822
Net Program Revenue (Cost)	(880,071)	(668,378)	(227,860)	(202,397)	(4,528,833)	(2,869,207)
Non-Programmatic Resources						
General Fund Discretionary Revenue	848,706	579,970	227,860	173,582	2,905,201	2,398,216
Current Revenues	-	-	-	-	-	-
Reserves	31,365	-	-	-	1,623,632	-
Allocated and Other	-	88,408	-	28,815	-	470,991
Total	880,071	668,378	227,860	202,397	4,528,833	2,869,207

FY 2009-10 Budgeted



Total Budget Expenditure $14,083,000

FY 2009-10 Actual



Total Actual Expenditure $8,172,000

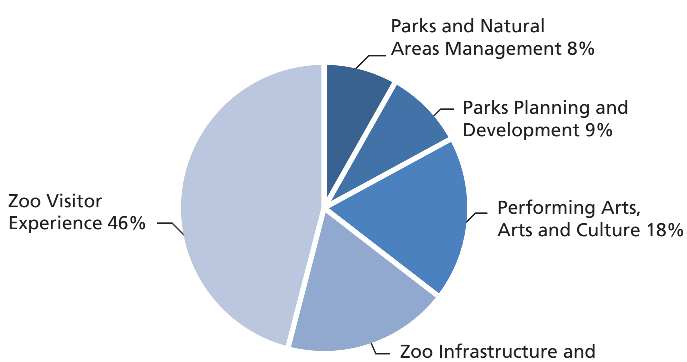
Great Communities - Goal 2

Goal 2: Provide great cultural and recreational opportunities.

Cultural experiences, recreational activities and access to nature enhance the health and quality of life for people and communities.

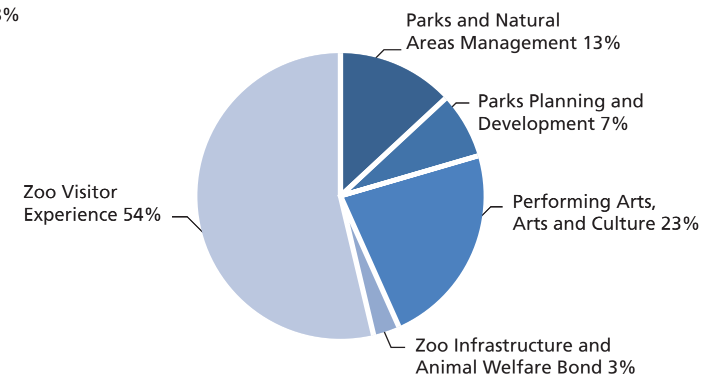
	Parks and Natural Areas Management		Parks Planning and Development		Performing Arts, Arts and Culture		Zoo Infrastructure and Animal Welfare Bond		Zoo Visitor Experience	
	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals
Program Resources										
Enterprise	2,742,948	2,428,182	-	-	7,774,891	8,068,762	-	-	18,443,000	16,166,786
Grants and Donations	30,000	788	1,211,710	322,479	698,925	737,221	-	-	2,018,953	2,495,051
Governmental Resources	622,895	510,735	40,314	5,000	2,715,589	2,394,390	-	-	-	-
Fund Balance/Other	60,628	33,835	-	-	-	-	10,362,821	4,260,056	191,316	-
Total	3,456,471	2,973,540	1,252,024	327,479	11,189,405	11,200,373	10,362,821	4,260,056	20,653,269	18,661,836
Program Outlays										
Operating Costs	4,037,079	3,551,330	1,507,222	739,947	9,493,833	9,198,671	684,142	463,265	24,129,337	21,504,720
Capital	209,267	1,916,441	3,807,828	2,514,975	468,925	251,556	11,350,000	1,021,358	2,813,953	2,464,822
Department Administration and Overhead	247,421	247,421	159,073	159,073	1,096,947	1,096,947	-	-	405,924	405,924
Direct Service Transfers	79,709	79,709	75,641	75,641	-	-	-	-	-	-
Central Administration and Overhead	736,002	736,002	207,501	207,501	872,750	872,750	-	-	2,464,600	2,464,600
Total Expenditures	5,309,478	6,530,903	5,757,265	3,697,137	11,932,455	11,419,924	12,034,142	1,484,623	29,813,814	26,840,066
Net Program Revenue (Cost)	(1,853,007)	(3,557,363)	(4,505,241)	(3,369,658)	(743,050)	(219,551)	(1,671,321)	2,775,434	(9,160,545)	(8,178,230)
Non-Programmatic Resources										
General Fund Discretionary Revenue	1,266,711	1,587,947	1,219,372	774,975	-	-	-	-	7,944,365	5,713,408
Current Revenues	110,289	44,134	10,535	-	-	-	-	26,398	-	-
Reserves	476,007	1,925,282	3,275,334	2,594,683	743,050	219,551	4,512,846	-	2,685,491	2,464,822
Allocated and Other	-	-	-	-	-	-	-	-	-	-
Total	1,853,007	3,557,363	4,505,241	3,369,658	743,050	219,551	4,512,846	26,398	10,629,856	8,178,230

FY 2009-10 Budgeted



Total Budget Expenditure $64,847,000

FY 2009-10 Actual



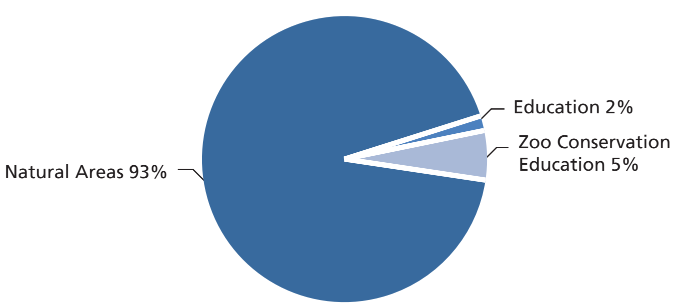
Total Actual Expenditure $49,973,000

Goal 3: Protect and enhance the region's natural assets.

Protecting and enhancing the region's natural assets will ensure that those resources are available for the future generations to enjoy. Those assets include clean air and water and quality habitat for fish, wildlife and people.

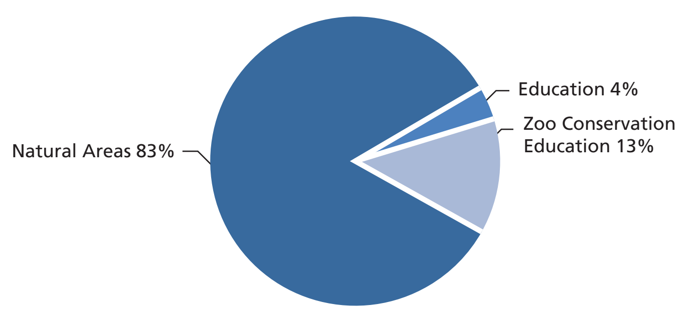
	Natural Areas		Education		Zoo Conservation Education	
	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals
Program Resources						
Enterprise	25,000	2,034	6,950	8,220	1,541,153	1,265,092
Grants and Donations	165,000	105,296	10,100	-	708,139	487,721
Governmental Resources	-	-	-	-	-	-
Fund Balance/Other	408,889	64,741	52,257	-	-	-
Total	598,889	172,071	69,307	8,220	2,249,292	1,752,813
Program Outlays						
Operating Costs	15,157,958	8,509,500	550,776	498,799	3,055,476	2,784,028
Capital	41,774,910	11,268,406	53,000	-	-	-
Department Administration and Overhead	352,343	352,343	106,048	106,048	68,574	68,574
Direct Service Transfers	271,825	214,882	175,580	175,580	-	-
Central Administration and Overhead	1,212,932	870,756	169,555	169,555	416,352	416,352
Total Expenditures	58,769,968	21,215,887	1,054,959	949,982	3,540,402	3,268,954
Net Program Revenue (Cost)	(58,171,079)	(21,043,816)	(985,652)	(941,762)	(1,291,110)	(1,516,141)
Non-Programmatic Resources						
General Fund Discretionary Revenue	1,472,229	1,365,171	932,652	941,762	1,291,109	1,516,141
Current Revenues	1,883,863	944,254	-	-	-	-
Reserves	54,814,987	18,734,391	53,000	-	-	-
Allocated and Other	-	-	-	-	-	-
Total	58,171,079	21,043,816	985,652	941,762	1,291,109	1,516,141

FY 2009-10 Budgeted



Total Budget Expenditure $63,365,000

FY 2009-10 Actual



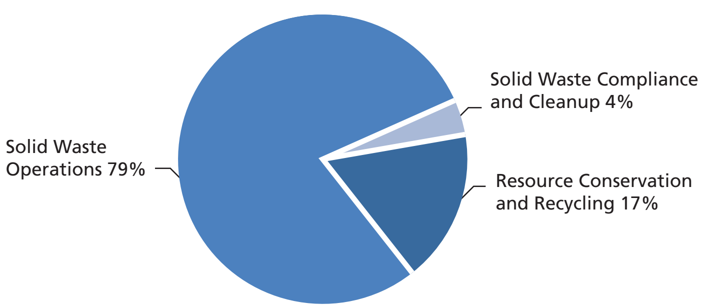
Total Actual Expenditure $25,435,000

Goal 4: Reduce and manage waste generated and disposed.

The region's solid waste system should be managed first, to reduce the amount and toxicity of solid waste generated and disposed; and second, to ensure environmentally sound and cost efficient disposal of waste that cannot be prevented or recovered.

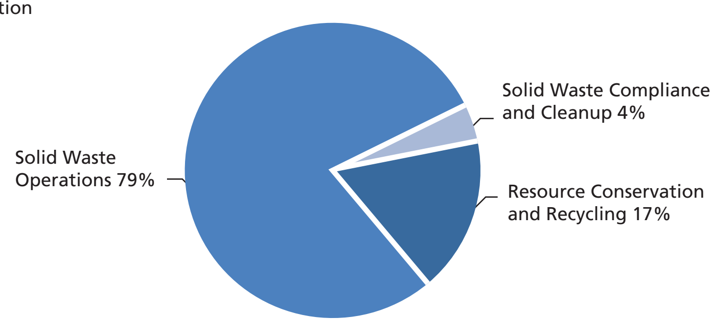
	Resource Conservation and Recycling		Solid Waste Operations		Solid Compliance and Cleanup	
	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals
Program Resources						
Enterprise	-	-	29,842,147	28,650,153	-	-
Grants and Donations	-	-	1,094,105	-	-	-
Governmental Resources	-	-	-	-	-	-
Fund Balance/Other	242,375	141,357	2,328,001	2,331,198	15,000	16,100
Total	242,375	141,357	33,264,253	30,981,351	15,000	16,100
Program Outlays						
Operating Costs	7,890,937	6,407,154	39,797,869	36,992,453	1,532,221	1,384,774
Capital	-	-	5,066,583	549,264	-	-
Department Administration and Overhead	20,272	7,326	111,180	40,182	-	-
Direct Service Transfers	809,020	777,478	1,025,310	985,337	246,903	237,277
Central Administration and Overhead	1,687,585	1,694,255	2,037,218	2,464,071	616,571	517,065
Total Expenditures	10,407,814	8,886,213	48,038,160	41,031,307	2,395,695	2,139,116
Net Program Revenue (Cost)	(10,165,439)	(8,744,856)	(14,773,907)	(10,049,956)	(2,380,695)	(2,123,016)
Non-Programmatic Resources						
General Fund Discretionary Revenue	126,304	117,214	-	-	-	-
Current Revenues	8,796,226	8,118,632	8,963,531	8,416,464	2,236,081	2,099,453
Reserves	1,131,973	411,872	5,040,164	959,075	117,704	-
Allocated and Other	110,936	97,138	770,212	674,417	26,910	23,563
Total	10,165,439	8,744,856	14,773,907	10,049,956	2,380,695	2,123,016

FY 2009-10 Budgeted



Total Budget Expenditure $60,842,000

FY 2009-10 Actual



Total Actual Expenditure $52,057,000

Vital Economy - Goal 5 and 6

Goal 5: Provide efficient access to jobs, services, centers and industrial areas.

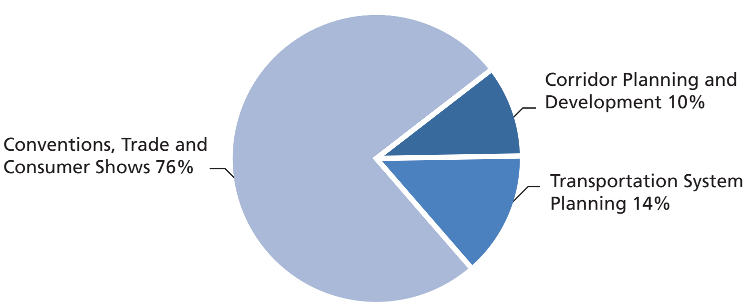
Efficient access to jobs, services, centers and industrial areas is important to connect people to places and goods to market. By reducing average trip length and vehicle travel time, and encouraging multi-modal transportation usage, the economy of the region becomes more time and resource efficient.

Goal 6: Support the development of a sustainable economy.

A sustainable economy provides for the current economic needs of the people and businesses in the region while preserving or creating economic opportunities for future generations.

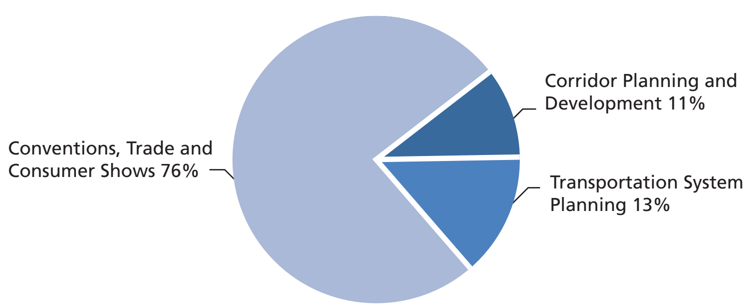
	Goal 5				Goal 6	
	Corridor Planning and Development		Transportation System Planning		Conventions Trade and Consumer Shows	
	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals	FY 2009-10 Budget	Year-end Actuals
Program Resources						
Enterprise	-	-	-	41,595	22,817,365	21,828,919
Grants and Donations	4,180,984	4,166,119	5,875,749	5,041,928	1,075,000	1,675,000
Governmental Resources	-	2,321	82,371	-	8,975,971	7,224,866
Fund Balance/Other (MTOCA transfer)	126,325	140,914	105,361	129,602	692,490	187,252
Total	4,307,309	4,309,354	6,063,481	5,213,125	33,560,826	30,916,037
Program Outlays						
Operating Costs	3,834,742	3,820,671	5,554,738	4,814,238	27,355,836	26,213,613
Capital	-	-	-	-	2,802,326	1,140,516
Department Administration and Overhead	72,560	67,714	56,800	52,702	1,950,128	1,950,128
Direct Service Transfers	-	-	-	-	1,188,632	1,176,632
Central Administration and Overhead	783,564	697,491	788,279	773,141	1,643,475	1,643,475
Total Expenditures	4,690,866	4,585,876	6,399,817	5,640,081	34,940,397	32,124,364
Net Program Revenue (Cost)	(383,557)	(276,522)	(336,336)	(426,956)	(1,379,571)	(1,208,327)
Non-Programmatic Resources						
General Fund Discretionary Revenue	383,557	276,522	336,336	416,956	-	-
Current Revenues	-	-	-	-	-	-
Reserves	-	-	-	-	1,379,571	1,208,327
Allocated and Other	-	-	-	10,000	-	-
Total	383,557	276,522	336,336	426,956	1,379,571	1,208,327

FY 2009-10 Budgeted



Total Budget Expenditure $46,031,000

FY 2009-10 Actual



Total Actual Expenditure $42,350,000

Responsible Operations - Goal 7

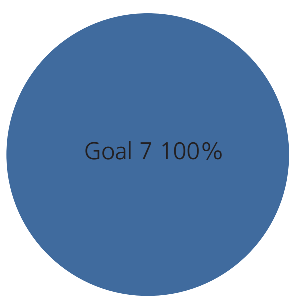
Goal 7: Use best business practices to operate Metro sustainably, effectively and efficiently.

Metro will be recognized as an innovative leader in the region. Metro conducts its business in ways that put limited resources to their best use, that promote sustainable practices and that support Metro's regional goals in the most efficient and effective way possible.

Responsible Operations

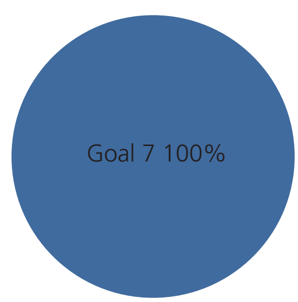
	FY 2009-10 Budget	Year-end Actuals
Program Resources		
Enterprise	1,042,000	856,484
Grants and Donations	472,067	72,676
Governmental Resources	-	-
Fund Balance/Other	-	-
Total	1,514,067	929,160
Program Outlays		
Operating Costs	22,031,687	18,085,146
Capital/Renewal and Replacement	1,469,047	1,057,343
Department Administration and Overhead	-	-
Central Administration and Overhead	-	-
Debt Service	1,485,849	1,472,339
Total Expenditures	24,986,583	20,614,828
Net Revenue (Cost)	(23,472,516)	(19,685,668)
Non-Programmatic Resources		
General Fund Discretionary Revenue	4,335,506	3,401,603
Current Revenues	200,000	115,372
Reserves	1,469,047	1,057,343
Allocated and Other	17,467,963	15,631,957
Total	23,472,516	20,206,276

FY 2009-10 Budgeted



Total Budget Expenditure $24,987,000

FY 2009-10 Actual



Total Actual Expenditure $20,615,000

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center Date: September 8, 2010

Person completing form: Scott Klag Phone: 503-797-1665

ISSUE: Product Stewardship for Mercury Containing Lighting

BACKGROUND: Mercury is found in a number of consumer products, including fluorescent lighting, thermostats, thermometers and auto switches. Improper handling or management of these products can lead to the accidental release of the mercury contained in them. Mercury is a persistent, bioaccumulative and toxic pollutant and Oregon policy makers have supported programs and enacted statutes to reduce the impact of these products. For example, Oregon has banned the sale of mercury-containing thermometers.

Over the past several years, the use of fluorescent lights, especially compact bulbs (CFLs), has been heavily promoted as a way to conserve energy. However, all fluorescent lights contain mercury that may be released to the environment when a light breaks. There are currently limited opportunities to recycle these lights in the Portland region and throughout the rest of Oregon. Time is of the essence in establishing a product stewardship approach as more and more of this lighting, especially CFLs, enters the waste stream.

Legislation is anticipated in 2011 that would require manufacturers of CFLs and fluorescent tubes to meet mercury content standards similar to those in California, educate consumers about lifecycle issues regarding lighting, and establish a convenient and environmentally responsible collection system for mercury lighting. In recent years, similar state product stewardship legislation supported by Metro has been successfully adopted and implemented to address the problems of recycling electronic waste and leftover paint.

RECOMMENDATION: Support product stewardship legislation for mercury-containing lighting as a Metro priority for the 2011 legislative session. Recommend that Metro's lobbyist help lead this effort.

LEGISLATIVE HISTORY: In 2009, two bills (SB 742, HB 3060) contained provisions requiring producers to provide recycling for mercury-containing lighting. HB 3060 was a "framework" product stewardship bill to set out a process to cover multiple products that also specifically covered mercury lighting. SB 742 addressed product stewardship for mercury lighting alone. Neither bill passed; the only product stewardship legislation that became law addressed paint stewardship. The 2011 mercury lighting legislation will build on the previous bills and add provisions that establish mercury content standards for lighting and lighting procurement guidelines for state agencies.

OTHER INTERESTED PARTIES: Supporters of the legislation are expected to include local governments in the Portland region and other parts of the state, environmental groups (including Recycling Advocates and the Oregon Environmental Council), product stewardship organizations and the DEQ. The Confederated Tribes of the Warm Springs Reservation, which gave strong support last session, is expected to continue to do so. The Association of Oregon Counties is potentially a strong partner on this bill. Manufacturers of mercury containing lighting are expected to oppose the bill.

IMPACT IF PROPOSED ACTION OCCURS:

- Reduction in the amount of mercury released into the environment.

- Increased opportunities within the Portland region for consumers to responsibly recycle their fluorescent lights. Metro's Recycling Information hotline would be able to direct callers to more locations.

- Funding for recycling fluorescent lights collected through Metro's HHW program (similar to how the paint stewardship program funds Metro paint recycling).

- Statutory support for the Regional Solid Waste Management Plan's (RSWMP) product stewardship policy to shift responsibility "upstream" to manufacturers through setting mercury content standards and requiring provision of recycling programs.

- Statutory support for the RSWMP's toxics reduction objectives.

- Statutory support for Metro Council goals to reduce toxics in the waste stream and lead regional efforts to ensure current and future generations enjoy clean air, clean water, and healthy ecosystems.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center | Date: September 8, 2010

Person completing form: Scott Klag | Phone: 503-797-1665

ISSUE: Prohibition on Single-Use Checkout Bags

BACKGROUND: Metro has supported efforts to reduce the problems caused by plastic bags in our recycling system and the wider environment. Plastic bags are an especially severe problem for the curbside recycling system. Even after extensive joint efforts over the past several years by Metro, local governments, haulers and material recovery facilities (MRFs) to educate the public, far too many plastic bags find their way into curbside bins. At the MRFs these bags clog the sorting equipment, costing time and money to clean them out. The bags also find their way into recovered materials (e.g., paper bales), reducing their value and passing a problem down the line to the manufacturers taking those materials (e.g., paper mills).

Plastic bags also constitute a significant litter problem. The bags find their way into our local waterways and to the ocean where they harm marine life and accumulate with other plastic debris. The parks and open spaces Metro manages are also not immune to this litter problem.

The expected legislation would prohibit retailers from providing “single-use checkout bags” for free to customers. “Single-use” bags are defined as paper, plastic or any other materials. However, single-use paper bags that met a recycled content standard *could* be provided if the retailer *charged* five cents. These recycled content paper bags could also be provided for free to qualifying low income persons. The legislation would exempt restaurants. The bill would establish a level playing field across the state as consumers would not face different regulations in different cities or counties.

RECOMMENDATION: Metro should support legislation that substantially includes the provisions outlined above. The bill should be closely monitored to ensure that no unexpected and unsatisfactory amendments are added.[1]

LEGISLATIVE HISTORY: During the 2010 Special Session, SB 1009 was proposed to prohibit the free provision of plastic bags. The bill created considerable discussion both at the Legislature and among the public at large, but did not advance. The expected 2011 bill, with its approach to address all single-use bags, is the result of discussions among stakeholders including legislators from both parties and representatives from the grocery industry.

OTHER INTERESTED PARTIES: The bill is expected to be introduced by Senators Mark Haas (D-Beaverton) and Jason Atkinson (R-Central Point). Expected supporters include the NW Grocers Association. Environmental organizations, including Environment Oregon and Oregon Surf Riders, have strongly supported banning plastic bags at checkout. Based on their support of SB 1009, the Oregon DEQ

[1] For example, exemptions for “biodegradable” plastic bags that could contaminate other plastic film recycling efforts or may not be suitable for composting at commercial organic composting facilities.

is expected to support the proposed legislation. Strong opposition from the American Chemistry Council and manufacturers of plastic bags is expected.

IMPACT IF PROPOSED ACTION OCCURS:

- Will likely reduce the impacts and costs that plastic bags impose on material recovery facilities in the region.

- Will improve the quality of materials sent from MRFs to mills.

- Supports the Regional Solid Waste Management Plan (RSWMP) product stewardship policy. Retailers are required to take steps that reduce "downstream" impacts of providing single-use bags.

- Supports Metro Council's desired outcome of a region with clean air, clean water, and healthy ecosystems by reducing plastic bag litter.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center | Date: September 8, 2010

Person completing form: Scott Klag | Phone: 503-797-1665

ISSUE: Bottle Bill Modernization

BACKGROUND: The Bottle Bill was passed in 1971, the first such product stewardship legislation for beverage containers passed in the U.S. In 2007, the Legislature expanded the coverage of the Bottle Bill to include beverage containers containing water starting in 2009. The 2007 bill also established a joint legislative Bottle Bill Task Force to study further changes to the Bottle Bill, such as adding other beverages and setting a recovery rate target for the system. Those recommendations were brought forward to the 2009 legislature but did not pass. Some legislators were concerned about making additional changes to the system before the impacts of adding water bottles had been fully absorbed. However, the addition of water bottles in 2009 did not cause any significant problems for the system.

Moreover, adding water bottles actually provided an opportunity for the industry to form a more efficient and effective statewide organization. Prior to the addition of water bottles, there were separate cooperatives in different parts of the state that managed distributors' bottle bill responsibilities. Those cooperatives had originated from the franchise distribution systems used by the soft drink and beer manufacturers (i.e., those whose products were covered by the Bottle Bill). In 2007, some bottled water was distributed and sold through those channels but a large number of independent water bottlers fell outside that system. A statewide cooperative was established to manage this broader set of distributors and retailers. This new cooperative should also be able to effectively deal with adding more the modern consumer beverage stream (e.g., coffees, teas, juices, sports drinks) to the Bottle Bill.

RECOMMENDATION: Metro should continue to support modernization of the Bottle Bill.

LEGISLATIVE HISTORY: As noted above, SB 707 (2007) expanded the Bottle Bill to include water bottles and established a task force to consider further modernization. HB 2184 (2009) would have expanded the Bottle Bill to most other beverage containers (e.g., sports drinks, teas, coffee, and fruit juices) and set an 80% return rate target for the industry. The bill passed the House but did not get to the floor in the Senate. The bill that is expected to be introduced in 2011 is still under discussion, but is expected to contain at least the same provisions as the 2009 bill.

OTHER INTERESTED PARTIES: Modernization of the Bottle Bill will have strong support from recycling, product stewardship, and other environmental organizations. Anti-litter groups and local governments are also expected to support. While distributors and grocers wanted to wait on additional legislative changes in 2009, there are indications that they are open to those additional changes in 2011.

IMPACT IF PROPOSED ACTION OCCURS:

For the Metro region:

- Increases collection and recycling of containers, with accompanying environmental and resource conservation benefits including litter reduction.

- Improves quality of collected materials if more containers are collected in the deposit system.

- Builds support for the product stewardship policy approach.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center

Date: September 8, 2010

Person completing form: Scott Klag

Phone: 503-797-1665

ISSUE: Integrated Pest Management for State Agencies

BACKGROUND: The Oregon Environmental Quality Commission has determined that toxic chemicals and pollutants pose an increasing threat to human health and the environment. The Oregon Department of Environmental Quality (DEQ) has established a “Focus List” of toxic chemicals; currently used pesticides represent about a third of the 52 chemicals on that list.

Oregon has a history of supporting policies that stimulate widespread adoption of the safest and most ecologically sound toxics reduction programs. In 1991 Oregon was an early adopter of Integrated Pest Management (IPM), a proven method of managing pests while reducing reliance on pesticides. Unfortunately, the program and mandate were dropped in 2001. However, IPM has since expanded at the federal level with the USDA’s National Road Map for Integrated Pest Management. Consequently, there is widespread recognition that safe, effective, viable alternatives to pesticides are being successfully used in schools, government buildings, hospitals, and landscaping to reduce or eliminate reliance on hazardous chemicals.

IPM has been shown to reduce pesticides in the built and natural environments by as much as 70% and has proven cost-effective over time. A state policy can provide effective and efficient integration of multiple state agency environmental protection efforts. Adopting such a policy will reduce both potential human health risks and unreasonable adverse environmental effects.

Legislation to renew Oregon’s IPM statute (ORS 634.650) and achieve consistent definitions with ORS 634.700 (Oregon’s new Schools IPM law) is anticipated in 2011. The new legislation would apply to state agencies only, not the private sector. This approach builds upon the successful implementation of a pesticide reduction strategy at all Oregon schools pursuant to legislation adopted by the 2009 Legislature.

RECOMMENDATION: Support through testimony, endorsement letters or similar means.

LEGISLATIVE HISTORY: The proposed legislation will be modeled on SB 637, the School IPM bill that passed handily in both the House and the Senate in 2009.

OTHER INTERESTED PARTIES: Supporters of the legislation are expected to include environmental organizations, environmental health groups, medical societies, children support groups, disability support groups, organic growers and the organic trades industry, Oregon DEQ and the Oregon Department of Health Services. Opponents may include groups traditionally concerned about regulation of pesticides.

IMPACT IF PROPOSED ACTION OCCURS:

- Aligns with Metro's own sustainability efforts including toxics reduction application of IPM at our facilities.
- Supports Metro's toxics reduction strategy including the Regional Solid Waste Management Plan's (RSWMP) policy objectives to target the most toxic chemicals and shift responsibility "upstream" to manufacturers for reducing product toxicity.
- Supports the Regional Solid Waste Management Plan's (RSWMP) toxics reduction objectives.
- Supports Metro Council goals to reduce toxics in the waste stream.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center **Date:** September 8, 2010

Person completing form: Scott Klag **Phone:** 503-797-1665

ISSUE: Toxics Reduction Strategy

BACKGROUND: Chemicals produced, consumed and disposed of in vast quantities over the past decades have accumulated in our environment and in our bodies with detrimental effects on environmental and public health. There is a growing recognition that Oregonians have a right to live in a safe and healthy environment without exposures to toxic chemicals, and amidst healthy ecosystems with thriving wildlife and clean air, water, soil, and food for all. In order to adequately address and prioritize the needed chemical policy reform efforts in the state, a well thought-out, long-term, state-level strategic plan led by key state agencies is needed.

At present, Oregon does not have an overall state policy directive to reduce toxics in the environment. A legislative proposal is being developed to better focus agency programs and policies on toxics reduction. The goal of the legislation is to create strategic and effective state-level policies and programs that measurably reduce the use and release of toxic chemicals in Oregon.

The legislation is expected to direct the Oregon Department of Environmental Quality (DEQ), in cooperation with the Oregon Health Authority and other state agencies, to develop a toxics reduction strategy. The work would include:

- Developing a list of "toxic chemicals of concern" and identifying their sources and pathways into the environment

- Outlining a strategy and identifying specific actions the state can take to reduce releases of, and exposures to, the listed chemicals

- Improving government efficiency and minimizing redundancies through the identification of the specific functions and roles to be played by state agencies

- Establishing an Interagency Toxics Reduction Team to plan, coordinate, and where appropriate, partner in strategies

The legislation is also expected to require agencies to incorporate goals into their missions and programs related to reducing the volume of toxic chemicals of concern used, released or otherwise moving in pathways that impact human and environmental health. Additional goals encouraging use of non-toxic alternatives and applying the toxic reduction strategies to their own agency operations are also expected.

RECOMMENDATION: Metro should support this legislation through testimony, endorsement letters or similar means.

LEGISLATIVE HISTORY: Over the past two years, DEQ has been developing a toxics reduction strategy across all of its program areas. This legislation is intended to require that kind of toxic reduction strategic planning within and across a number of key state agencies.

In 2009, a children's safe products bill was introduced that contained some of the elements of the proposed bill (e.g., listing of chemicals, developing actions). That bill was focused more narrowly on consumers and children's products but failed to pass in the face of chemical industry opposition.

OTHER INTERESTED PARTIES: Supporters are expected to include environmental organizations, local governments and potentially at least one business organization. Support from DEQ and the Oregon Health Authority is anticipated, though fiscal impacts need to be addressed. Though no bill has yet been circulated, opponents may be expected to include business and industry groups traditionally concerned about government regulation.

IMPACT IF PROPOSED ACTION OCCURS:

- Supports Metro's toxics reduction strategy including the Regional Solid Waste Management Plan's policy objectives to target the most toxic chemicals and shift responsibility "upstream" to manufacturers for reducing product toxicity.

- Supports Metro Council goals to reduce toxics in the waste stream.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center **Date:** September 8, 2010

Person completing form: Scott Klag **Phone:** 503-797-1665

ISSUE: BPA (Bisphenol A) Product Bans

BACKGROUND: Bisphenol A, commonly abbreviated as BPA, was developed as a synthetic sex hormone (estrogen) in the 1930s. It is now used in the making of clear, rigid plastic and other products. BPA is near the top of the list of chemicals produced in high volume worldwide. People are exposed to BPA when the chemical leaches into food and drink from water bottles, baby bottles, reusable food containers and the lining of food cans.

In January 2010, the Food and Drug Administration (FDA) declared that BPA warrants "some concern" for its potential effects on children's development. In February 2010, the California EPA announced its intent to list BPA on the state's Prop 65 list, the official list of chemicals known to cause cancer or birth defects. These rulings address the growing body of scientific evidence—now more than 200 studies—that show BPA, a synthetic estrogen linked to breast cancer and other serious health problems, is negatively impacting our health and the future health of our children. The National Institutes of Health identified food as a primary source of exposure to BPA, and according to the U.S. Centers for Disease Control and Prevention, 93% of Americans have detectable levels of BPA in their bodies.

While exposure to BPA among persons of any age should be a concern, BPA's effects on the development of children, particularly infants, have been the focus of much legislation. While some manufacturers and retailers have promoted BPA free products, it is still difficult for average Oregonians to be informed about the potential dangers or what products to avoid.

In 2011, a bill is expected that would prohibit the use of BPA in food and beverage containers intended for children under 3. This would include baby bottles, sippy cups and infant formula cans. Provisions are also expected to ensure that any chemicals used as substitutes for BPA in such products are not harmful. Other provisions would require labeling for cans that use BPA in their liners and a prohibition on BPA in reusable water bottles.

RECOMMENDATION: Support through testimony, endorsement letters or similar means.

LEGISLATIVE HISTORY: Oregon has passed legislation regulating toxic chemicals in products: for example, 2001's Mercury Reduction Act and a 2005 bill to phase out two toxic flame retardant chemicals. In 2007, the Legislature passed a joint memorial urging greater screening of chemicals used in cosmetics, personal care products and toys. During the 2010 session, legislation to end use of BPA in baby bottles and food containers was introduced in both chambers. The Senate bill (SB 1032) was amended down to just cover baby bottles, but failed by one vote in the Senate.

OTHER INTERESTED PARTIES: Supporters include environmental groups, medical associations and other public health entities and product stewardship supporters. Supporters of the 2010 bill included:

AFSCME Local 88 & 3336
Children First for Oregon
Coalition for a Livable Future
Community Health Partnership, Oregon's Public Health Institute
Confederated Tribes of the Warm Springs
Environment Oregon
Northwest Coalition for Alternatives to Pesticides
Oregon Center for Christian Values
Oregon Center for Environmental Health
Oregon Environmental Council
Oregon Medical Association
Oregon Nurses Association
Oregon Physician's for Social Responsibility
OSPIRG
Oregon Toxics Alliance
Oregon Women's Health & Wellness Alliance
Metro
Planned Parenthood
Rachel's Friends
Stand for Children
Tualatin Riverkeepers
Willamette Riverkeeper

Opponents may include manufacturers and/or retailers of particular products such as infant formula or canned goods that use BPA. Proponents of the bill have addressed concerns raised last session about ensuring the availability of infant formula in BPA free containers.

IMPACT IF PROPOSED ACTION OCCURS:

- Supports Metro's toxics reduction strategy including our focus on children; for example, our "TOTS" ("Take on Toxics") program. That program works with day care centers to reduce exposure to toxics by children.
- Supports the Regional Solid Waste Management Plan's (RSWMP) policy to shift responsibility "upstream" to manufacturers for reducing product toxicity.
- Supports the RSWMP's toxics reduction objectives.
- Supports Metro Council goals to reduce toxics in the waste stream.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Sustainability Center **Date:** 8 September 2010

Person completing form: John Sheehan **Phone:** x1733

ISSUE: No Oregon Child Left Inside Task Force environmental literacy plan

BACKGROUND: Well-designed environmental education programs have been shown to achieve excellent results in improving learning outcomes and increasing stewardship activities. Promoting such programs has drawn increasing attention from legislators as a potentially effective strategy to help further both education and natural resource goals.

In 2009 the Legislature passed HB 2544, the No Oregon Child Left Inside (NOCLI) Act. The Act established a task force to propose a common statewide vision for environmental education and a statewide environmental literacy plan (ELP). The ELP, in turn, will enable Oregon to obtain federal funds under the pending federal No Child Left Inside Act (see below). The ELP will establish a framework for environmental instruction, including the additional professional development necessary to support effective teaching on environmental topics in the outdoors.

The Legislature has not provided funding to support the task force's work or future ELP implementation efforts.

The NOCLI task force is on schedule to deliver its plan to the interim education committees of the Legislature by HB 2544's deadline of October 1st, 2010, at which time the task force will disband. In the coming weeks and months, two efforts crucial to the success of NOCLI will occur:

1. Legislation will be drafted to formally adopt the ELP in the 2011 legislative session, and
2. An executive order will be drafted that will create a standing NOCLI council to oversee the implementation of the environmental literacy plan over the next five to ten years.

The context for this entire initiative is the effort to pass a federal No Child Left Inside Act. This legislation, which has more than 100 House and Senate co-sponsors (including Sen. Wyden and Reps. Wu and Blumenauer), has subsequently been incorporated within the Elementary and Secondary Education Act (ESEA, currently known as No Child Left Behind) reauthorization bill. Relevant committee staff are working to move the bill forward, but it is unclear when it will reach the House floor. Should the NCLI components of ESEA be approved and funded as currently promulgated, up to $100 million will be made available to state departments of education to further environmental education goals. In order to qualify for these funds, states must have an approved environmental literacy plan in place.

RECOMMENDATION: Metro should actively support legislation approving the Oregon environmental literacy plan. Metro should also support the creation of the NOCLI council via executive order.

LEGISLATIVE HISTORY: See above. House Bill 2544, approved at the end of the 2009 legislative session, established the NOCLI task force and its deliverables.

OTHER INTERESTED PARTIES: As specified in HB 2544, the NOCLI task force consists of representatives of nine state agencies, plus a representative of a non-profit delivering environmental education (Traci Price, the Freshwater Trust) and a representative from a local district providing parks and recreation opportunities (John Sheehan, Metro). All members are widely supportive of the ELP, as it is calibrated to incorporate and balance perspectives from the natural resource extraction (e.g., agriculture, forestry, fisheries), outdoor recreation, stewardship and sustainability sectors. It is hoped that the task force vote to approve the ELP will be unanimous, though that outcome does not ensure support or even neutrality from interests historically suspicious of initiatives advanced under the "environmental" banner.

The Environmental Education Association of Oregon (EEAO) has been strongly supportive of this initiative, as have many environmental groups. The Oregon Community Foundation provided a $20,000 grant to hire a facilitator to support the task force's work; OCF is a promising source of future funding as well.

A potential source of opposition lies within the formal education community, including the Oregon Department of Education. The task force has been somewhat less explicit about the fact that the ELP does not represent an unfunded mandate, and in the current budget climate the prospect of a new education initiative may not be well received.

IMPACT IF PROPOSED ACTION OCCURS: Formal legislative approval of the Oregon environmental literacy plan and the creation of the NOCLI council are necessary first steps to creating a regional and statewide framework for environmental literacy education and securing the funding to put the framework into action. Without substantial, ongoing funding, the council, schools, and non-formal environmental educators, including Metro, will have little chance of achieving the ELP's vision, and the impact of these immediate next steps will be small.

However, passage and funding of the NCLI provisions of the ESEA reauthorization have the potential to profoundly change the face of environmental education both regionally and statewide. As a major provider of place-based outdoor education, Metro is well-positioned to partner with interested school districts to apply for funding to implement the ELP locally. The resources that would flow from successful partnerships would enable Metro to vastly increase its own impact. There is also the potential for such partnerships to operate regionally (i.e., Intertwine), in which case Metro could be called upon to serve as both a provider and convener/clearinghouse/etc.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: OMA **Date**: 24 August 2010

Person completing form: Dick Benner **Phone**: 1532

ISSUE: Land Use Approvals for High Capacity Transit (HCT) Projects

BACKGROUND: The Legislature enacted two separate pieces of legislation to establish a single process and a single set of criteria for review of the Westside (1991) and South-North (1996) light rail transit (LRT) projects. The legislation was intended to address the complexity of the multiple processes involved in these multi-jurisdictional projects and to meet federal funding deadlines. Neither piece of legislation was "codified" (made a permanent part of Oregon statutes); rather, each was limited to the particular project and expired (or, in the case of South-North, will expire) upon completion of the project.

The newly-adopted 2035 Regional Transportation Plan (RTP)[1] identifies new projects in 13 corridors. These projects will face the same daunting complexity and funding circumstances that Westside and South-North LRT projects faced. There is likely to be a premium placed on projects that can move quickly to approval in order to generate employment and economic development. Regional HCT projects will be more competitive if they have access to a single, fast review process. However, unless the Legislature codifies a process and criteria, the region will have to seek separate legislation for each new HCT project in the RTP.

RECOMMENDATION: Seek legislation to codify a process and criteria for all future rail projects (including streetcar projects) that are multi-jurisdictional and require federal funding. The process would become a permanent part of Oregon statutes, obviating the need to seek legislation on a line-by-line basis. Use the South-North legislation as a model for the permanent legislation.

LEGISLATIVE HISTORY: See above.

OTHER INTERESTED PARTIES: TriMet, local governments where projects will be built.

IMPACT IF PROPOSED ACTION OCCURS: A single approval process will make the region's HCT projects more competitive as they seek federal funding and will save time and money by streamlining administrative processes.

[1] The High Capacity Transit System Plan is an element of the 2035 RTP.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: OMA **Date**: 13 September 2010

Person completing form: Dick Benner **Phone**: 1532

ISSUE: Boundary Changes Tracked by Metro

BACKGROUND: A legacy from the transfer of responsibility over boundary changes from the old Boundary Commission to Metro (1997) is a long list of service districts that includes districts whose services have nothing to do with Metro's missions (e.g., highway lighting districts and vector control districts). Despite the charge to track boundary changes of all these districts in our statute [ORS 268.347(1)], the practice in the region (among the districts and Metro) is not to track the more obscure districts, for several reasons. First, many of these small districts do not notify Metro about proposed changes in boundaries; they are likely unaware of their responsibilities under Metro's boundary change code. Second, to apply the code to these districts would impose significant costs and time commitments upon the districts and the Metro Research Center.

RECOMMENDATION: Seek legislation to revise the list of districts for which Metro must track boundary changes. Eliminate from the list the districts whose activities have no effect on and do not help accomplish any Metro mission.

LEGISLATIVE HISTORY: See above.

OTHER INTERESTED PARTIES: The districts on the list over which Metro has boundary change authority.

IMPACT IF PROPOSED ACTION OCCURS: Conformance of the list to today's practice and Metro's missions would remove doubts about Metro and district responsibilities to follow Metro's boundary change code.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Regional Transportation Planning, Sustainability Center **Date:** September 8, 2010

Person completing form: Lake Strongheart McTighe **Phone:** 503-797-1660

ISSUE: Active Transportation

BACKGROUND: Active Transportation is a term used nationally and refers to active travel such as biking and walking and to a complete and well-integrated bicycle, pedestrian and public transportation system. A complete active transportation system provides safe, green and efficient biking and walking routes and makes bicycling and walking real transportation options.[i]

In 2008, Metro convened a Blue Ribbon Committee for Trails (BRC), which recommended accelerating development of the regional trails system by increasing investment in trails as part of a larger strategy to support active transportation by building out the on-street elements of the system as well.

In response to the recommendations of the BRC, Metro created an Active Transportation Program and led a successful effort in the 2009 Legislature to create the Urban Trail Fund, where for the first time state transportation dollars have been allocated to building trails. The fund contains $1 million in "seed money" and is intended to support building out the off-street elements of active transportation systems in Oregon communities; expenditures are limited to facilities within urban growth boundaries.

At the federal level, interest and support in active transportation has increased[ii] and could translate into higher levels of funding for more extensive bicycling and walking projects. A primary focus of Metro's Active Transportation Program in 2009-10 has been to identify regional active transportation projects that can be prepared for future funding and to develop a funding strategy to build out the bicycling and walking system.

Apart from the constitutionally dedicated 1% of all gas tax revenues that go to local jurisdictions for bicycling and walking projects and maintenance, active transportation projects do not typically have a dedicated funding stream. (Annually, the Portland metropolitan region invests less than 2% of overall transportation funding in biking and walking projects.[iii])The absence of a predictable and ongoing funding source makes it impossible to plan and build projects in anything other than an opportunistic and piecemeal manner or to develop and maintain a "pipeline" of projects that are ready to build when funding becomes available. Another stumbling block to building out the region's active transportation system is a lack of local funds that can be used to match federal and state funding. If federal funding for active transportation increases in the future, the lack of local matching funds will make it hard for the Portland metropolitan region to effectively compete for those federal dollars.

RECOMMENDATION: Increase funding of Urban Trail Fund from $1 million to $2 million for the 2011-2013 biennium. Additional funding may come from the same source (the so-called "snowmobile fund" – gas tax dollars raised from off-road uses) or a new source such as lottery dollars.

Beyond this short-term objective, there may be opportunities for a higher-level discussion of dedicated or stable longer-term funding for active transportation planning and projects as well as coordination of the various state-level trail funding programs (through both ODOT and OPRD), some of which distribute federal funds to local projects, in service of an integrated state active transportation plan. Such coordination could facilitate the completion of longer routes and minimize the number of separate grants for which local jurisdictions would need to apply.

LEGISLATIVE HISTORY: In 2009, Metro introduced identical bills in the House and Senate (HB 2902 and SB 635) that would have created a dedicated fund for trails modeled on the successful, lottery-funded "ConnectOregon" multimodal transportation program. These bills did not pass but the Legislature created the Urban Trail Fund as part of its larger transportation funding package, HB 2001.

OTHER INTERESTED PARTIES: Cities and counties in the Portland metropolitan area and statewide; Oregon Department of Transportation; Travel Oregon; Travel Portland; TriMet; Bicycle Transportation Alliance; Willamette Pedestrian Coalition, local park districts.

IMPACT IF PROPOSED ACTION OCCURS: The effort to build out the region's active transportation network will take many years and many different funding sources. The creation of the Urban Trail Fund, even with a very small amount of one-time money, marks an important juncture in that it represents the first state transportation dollars dedicated to trails. Sustaining this effort, growing it incrementally, and integrating it with other funding sources will be critical over the long term.

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[i] Providing complete bicycling and walking routes increases the number of people that will bicycle and walk for many of their daily trips (especially those less than 3 miles) for commuting, exercise and recreation. Replacing trips made by car with bicycling, walking and public transportation reduces vehicle miles traveled, single occupancy vehicle use, household transportation costs, traffic congestion and green house gas emissions. Active transportation has been linked to reduced rates of obesity and heart disease, potentially lowering health care costs. Bikeable and walkable communities foster mixed-use communities that provide a diverse mix of housing, retail and other business, encourage economic development, and have a higher number of transit users. Bicycle tourism and the bicycle industry are important parts of Oregon's economy.

[ii] For example, refer to the United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations and the Active Community Transportation Act ("ACT Act").

[iii] Estimate based on the amount of federal and state funding sources allocated by ODOT, TriMet, SMART, Metro, and local agencies in the Portland metropolitan region between 1995 and 2010. Funding sources for bicycle and pedestrian projects include:

- Stimulus dollars from the American Recovery and Reinvestment Act
- Bicycle and pedestrian improvements included in transit projects
- Transportation Enhancement grants administered by ODOT
- Bicycle and pedestrian grants administered by ODOT
- Regional Flexible Funds administered by Metro
- Federal earmarks
- 1% of gas tax dedicated to bicycle and pedestrian projects
- Oregon Parks and Recreation Department

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: GAPD **Date:** 2 September 2010

Person completing form: Randy Tucker **Phone:** 1512

ISSUE: "Buy America"

BACKGROUND: In the 2010 supplemental session, Sen. Verger (Coos Bay) introduced SB 1050 at the behest of the building trades. SB 1050 would have required, with narrow exceptions, the use of American-made materials in the construction of public projects. The bill raised alarm among many public agencies concerned about its cost impacts and compliance issues. However, public sector lobbyists were reluctant to flatly oppose the legislation given the state's poor employment situation as well as the politics of the issue in the Capitol.

Metro was successful in obtaining an agreement to exempt from the bill's provisions construction projects funded with bond measure dollars approved by the voters prior to the effective date of the bill (e.g., the zoo bond measure). However, as the unintended consequences of the legislation became more evident, it was pulled back in favor of an interim discussion that is still under way.

Draft legislation has been developed for 2011 that would require local governments to establish local/domestic preference policies. While less aggressive in its approach than the bill introduced in February, the latest draft does not currently include an exemption for projects funded by measures previously approved by the voters.

RECOMMENDATION: Staff has several concerns about this legislation:

- Preference policy required rather than allowed
- Potential to increase costs
- Potential difficulties with compliance/auditing/enforcement
- Lack of exception for projects funded with finite dollars generated by measures previously approved by voters

However, aside from the issue related to the bond measure, these concerns are generic ones that would be common to all affected governments. Therefore, staff recommends that Metro:

- Work to re-establish the exemption for bond measures passed before the effective date of the legislation
- Express concern to the bill's proponents about this and other impacts listed above
- Continue to monitor the specifics of the legislation and adopt a position as appropriate

LEGISLATIVE HISTORY: See above.

OTHER INTERESTED PARTIES: League of Oregon Cities, Association of Oregon Counties, Port of Portland, individual local governments, Oregon Building Trades Council, Associated General Contractors, others

IMPACT IF PROPOSED ACTION OCCURS: Unclear at this time. Passage of local/US preference requirements might increase costs, require increased record-keeping, expose Metro to enforcement actions, and affect the ability of the Oregon Zoo to carry out promises made to the voters with respect to its 2008 bond measure.

METRO
2011 LEGISLATIVE ISSUE IDENTIFICATION

Department: Metro Auditor **Date:** 8 September 2010

Person completing form: Randy Tucker **Phone:** 1512

ISSUE: Confidentiality of draft audits

BACKGROUND: Government audits are frequently requested by residents and the media before completion. When complete, these are worthwhile documents that provide transparency and oversight of government activities. However, when they are incomplete, they may contain incorrect or misleading information and may lack information from management. Governments have asserted that draft audit reports are internal advisory communication, exempt from public disclosure, while members of the media assert that draft reports are public records. Oregon courts have not formally ruled on the status of draft audit reports.

A final audit report represents a public document that has completed a quality control process and incorporates the views of management. Draft audit reports or audit working papers, on the other hand, are preliminary working documents. Draft reports may change as information is provided by management, as quality control work occurs within the audit office, as additional work is done by auditors, and as management writes and includes its response.

Nobody is served when draft audits are released prematurely and erroneous information is published. The persuasiveness of audit findings is critical to government change and improvement. Communicating erroneous information from a draft report can only cloud the issues at hand and undermine the credibility of audit work. Releasing drafts before management has had the opportunity to digest the findings can cause management to become defensive and resist desirable changes, thereby undermining the purpose of an audit, which is to improve the way government operates. Premature release of information can also undermine the ability to get candid information and conduct future audits effectively.

RECOMMENDATION: Metro should support any effort by others to clarify public records law to specify that while "final audit reports" are public, "draft audit reports" (still subject to change) are not releasable until the final audit report is issued (in audit organizations operating under national standards).

Specifically, ORS 192.501(19) should be amended to create a new (c) that would read: “Draft audit reports for audits conducted by a county, a city, a metropolitan service district, or the executive department, as defined by ORS 174.112. This exemption applies during the internal audit review process and does not apply after release of the final audit report.” (Language drafted during the 2007 session did not include metropolitan service districts.)

This language only exempts audit reports during their preparation; it is not a matter of whether these reports will be released, but only a matter of when.

LEGISLATIVE HISTORY: This issue was raised in the 2007 session as a proposed to amendment HB 3407 but the chair of the Senate Judiciary Committee declined to move the amendment.

OTHER INTERESTED PARTIES: Interested parties include the auditors of the Oregon Secretary of State's Audits Division, Multnomah County, Lane County, Deschutes County, Jackson County and the City of Portland. The Oregon Newspaper Publishers Association will not view this proposal with much enthusiasm.

IMPACT IF PROPOSED ACTION OCCURS: Passage of this legislation will protect the credibility and effectiveness of government audits.

Get the most out of our existing resources and eliminate waste by coordinating local, regional, state and federal investments, similar to what was accomplished in the recently-adopted Regional Transportation Plan.

State community investment actions

- Reform outdated state policies, standards and regulations that impede the ability of local governments to achieve their aspirations. For example:

  - Recognize the importance of biking, walking and transit, and allow communities to develop to their full potential with an update of state mobility policies including the Transportation Planning Rule and Oregon Highway Plan.

  - Allow local communities most affected by state highways a greater role in managing them by developing and implementing a model for collaborative management or jurisdictional transfer of state-owned regional and district highways in our region.

  - Provide clear direction to encourage comparisons of the investments necessary to provide capacity inside and outside of the urban growth boundary. Urban growth boundary decisions should require a finding that urban services and municipal governance can be provided and development is likely to occur in UGB expansion areas.

  - Convene a conversation on the relationship among land use planning laws, fiscal tools (i.e., how we pay for services) and governance (how we deliver services through cities, counties and service districts), which often fail to work together to support our desired outcomes.

- Provide local governments with a more robust set of development and redevelopment financing tools by removing existing statutory limitations on local revenue-raising authority.

State economic development actions

- Create direct incentives for local governments to invest in job creation and economic development.
- Expand economic development finance tools available to local governments by removing existing statutory limitations on local revenue raising authority.
- Increase funding and use of transportation system management tools to support regional economic development opportunities.
- Increase the importance of economic activity, community building and equity as factors in allocating state transportation funding across the state.
- Test innovative transportation pricing strategies that reduce freight congestion and improve mobility on the region's freight network.

State natural areas protection actions

- Coordinate spending so that an appropriate percentage of lottery funding is returned to the region.

Reduce inefficiency, foster innovation and demand accountability

Metro, local governments, TriMet, the State of Oregon and other partners should work together to improve transportation connections to and through downtowns, main streets and employment areas along the southwest metro (Portland to Sherwood) and east metro (Interstate 84 to U.S. Highway 26) corridors.

Paving the way to innovation

Invest in safe, livable communities Make the most of what we have and protect the urban growth boundary by maintaining and improving existing communities.

Promote economic development and good jobs Develop and maintain an inventory of shovel-ready industrial land and target investment to create jobs and attract new employers.

Protect our natural areas Prioritize the maintenance, restoration and expansion of parks, trails and natural areas.

Increase efficiency, foster innovation and demand accountability by connecting the region's actions to outcomes, measuring performance and being accountable.

Your input is valued. Add your voice to the conversation and get involved.

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Metro

Summer-Fall 2010

Community Investment Strategy

Creating regional prosperity: Maintaining our quality of life will require innovative investments in public structures that protect our neighborhoods, ensure safety and provide good jobs now and in the future.

There is a cost to doing nothing: Doing nothing will make our businesses less competitive, allow destruction of our farms, forests and natural areas; increase our cost of living, and create more traffic and pollution.

Making the most of what we have by:

- investing in what is most important
- eliminating inefficiencies that impact the well-being of the region's residents
- creating innovative ways to invest in a shared prosperity.

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