

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, April 28, 2011
Time: 2 p.m.
Place: Metro Council Chambers

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. WILLAMETTE PEDESTRIAN COALITION PRESENTATION

Stephanie Routh, WPC

4. REGIONAL FUNDING MODELS

David Fisher

5. CONSENT AGENDA

5.1 Consideration of the Council Minutes for April 21, 2011

5.2 **Resolution No. 11- 4254**, For the Purpose of Confirming the Appointment of a New Member and Re-Appointment of a Pre-existing Member to the Metro Audit Committee.

5.3 **Resolution No. 11-4255**, For the Purpose of Confirming the Reappointment of Ms. Cece Hughley Noel and Mr. David Davies to the North Portland Rehabilitation and Enhancement Committee (NPREC).

5.4 **Resolution No. 11-4258**, For the Purpose of Authorizing the Acting Chief Operating Officer to Purchase a Conservation Easement Over Property in the Willamette River Greenway Target Area Under the 2006 Natural Areas Bond Measure.

6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 11-1257**, For the Purpose of Amending Metro Code Chapter 5.02 to Establish Solid Waste Disposal Charges and System Fees for FY2011-12, and to Establish the Effective Date for the FY 2011-12 Solid Waste Excise Tax Rate.

Harrington

Public Hearing

6.2 **Ordinance No. 11-1253**, For the Purpose of Adopting the Annual Budget for Fiscal Year FY 2011-12, Making Appropriations, Levying Ad Valorem Taxes and Declaring an Emergency.

Hughes

Public Hearing

7. ORDINANCES – FIRST READING

7.1 **Ordinance No. 11-1259**, For the Purpose of Amending Metro Code 2.02.050, Charitable Solicitations.

Continued on back

8. RESOLUTIONS

8.1 **Resolution No. 11-4259**, Approving the FY 2011-12 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission. **Hughes**

9. CHIEF OPERATING OFFICER COMMUNICATION

10. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for April 28, 2011 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 2 p.m. Thursday, April 28(Live)</p>	<p>Portland Channel 11 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, May 1 <i>Date:</i> 2 p.m. Monday, May 2</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, May 2</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, April 30 <i>Date:</i> 11 p.m. Sunday, May 1 <i>Date:</i> 6 a.m. Tuesday, May 3 <i>Date:</i> 4 p.m. Wednesday, May 4</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

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

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

Agenda Item Number 3.0

WILLAMETTE PEDESTRIAN COALITION PRESENTATION

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

Willamette Pedestrian Coalition

Getting Around on Foot Action Plan

Executive Summary



www.wpcwalks.org

Getting Around On Foot Action Plan

– Executive Summary –

November 2010

***Walking is fundamental. Walking is healthy.
Walking is sustainable.
Regardless of age, occupation or physical ability;
regardless of time or day of the week;
we are all pedestrians.***

Willamette Pedestrian Coalition

www.wpcwalks.org

Acknowledgments

This project was made possible by the generous support and encouragement of:

The Northwest Health Foundation, which works to advance, support and promote the health of the people of Oregon and Southwest Washington.

The Federal Transit Administration Jobs Access Reverse Commute (JARC) Program, which provides new or expanded transportation services designed to fill gaps that exist for eligible low-income individuals in getting to and from jobs and other employment-related services. This program is administrated locally by TriMet.

Willamette Pedestrian Coalition Board of Directors

Philip Selinger, *President*
Katie Urey, *Vice-President*
Michael Dennis, *Recording Secretary*
Anne McLaughlin, *Treasurer*
Roger Averbeck, *Corresponding Secretary*
Jeanne Harrison
Lidwien Rahman
Kevin Smith
Margaret Weddell
Caleb Winter

WPC Staff

Steph Routh, *Director*
Arlie Adkins, *Intern*

Financial Support

Printing costs donated in part by Kittelson & Associates, Inc. (KAI), a consulting firm that specializes in multimodal transportation planning, engineering, and research for government and private organizations.



Graphics

Martha Gannett, *Gannett Design (cover design)*
Bob Elliott, *TypeMasters (inside pages)*
Heather Williams (*Case Study maps in main report*)



Review Cabinet

Scott Bricker, *Bricker Consulting*
Karen Frost, *Westside Transportation Alliance*
Amanda Garcia-Snell, *Washington County Health Department*
Mara Gross, *Coalition for a Livable Future*
Chris Kabel, *Northwest Health Foundation*
Rev. Joseph Santos-Lyons, *OPAL Environmental Justice Oregon*
Lake Strongheart McTighe, *Metro Active Transportation Partnership*
Jessica Tump, *TriMet*
Joe VanderVeer, *Portland Commission on Disabilities*

Volunteers

Anne LaLonde Meagher
Heather Williams
Students of Dr. Christopher Monsere's Traffic Safety class at Portland State University (*pictured on this page*)
Matt Ballard
Alex Bauld
William Farley
Brenda Franco
Joseph Huddle
Norberth Marticorena
Kimber Miller
Todd Millet
Seth Price
Laurel Senger
Dan Spoelstra
Ian Wright

Special Thanks

This Action Plan would not have been possible without the following people: jurisdiction staff; neighborhood association members; all respondents of the Getting Around on Foot survey; members and supporters of the Willamette Pedestrian Coalition; everyone who walks and works to make walking conditions safe, convenient and attractive for others; and Metro RLIS for providing the map underlays.



A More Walkable Tomorrow

Willamette Pedestrian Coalition (WPC) is the Portland metropolitan region's pedestrian advocacy organization, promoting walking conditions that are safe, convenient and attractive for everyone. A non-profit membership-based organization founded in 1991, the WPC has championed laws such as "Stop and Stay Stopped" and has been instrumental in developing the City of Portland's Pedestrian Master Plan and Design Guide.

Our vision of a walkable* neighborhood is one with sidewalks to key neighborhood destinations, accessible and frequent crossings, and traffic-calmed streets. A walkable neighborhood is also an area that openly invites people to walk by intentional design, one that allows people to age comfortably in place and to use walking, biking and transit as equally convenient transportation options. Imagine a region with accessible neighborhoods for all income levels and communities. With strong political will and community engagement, this vision can be tomorrow's reality.

Our Goal

The goal of Getting Around on Foot is to explore priorities for pedestrian improvements throughout the Portland metropolitan region and to present solutions that can translate to better walking conditions and policies.

The Getting Around on Foot Action Plan represents a broad overview of our region's challenges for walking and needed improvements from the perspective of those who daily navigate our streets. The Action Plan is designed to encourage decision-makers who draft policies and direct investments to design a comprehensive pedestrian network as their priority and to fund its development. We hope community members can and will use this Action Plan as a resource to advocate for more walkable/rollable neighborhoods.

Emerging Themes

Three overarching themes emerged through our surveys and research.

Safe Crossings

A crossing without curb ramps, a poorly-maintained sidewalk, a crossing with overly-wide lanes or a pedestrian signal crossing time that is too short creates barriers to walking, particularly for aging residents and people with physical disabilities. High-traffic streets and difficult crossings also affect the independence of school-age children, whose parents feel it is unsafe to let them walk to school.

Walkable Destinations

Residents should be able to reach most of their daily needs within a 20-minute walk, a one-mile radius from home. The 20-minute walkable neighborhood is centered around the concept of proximity and easy access for its residents to groceries, pharmacies, schools, goods and services, health clinics, parks, public transit, and other community needs. Consciously encouraging 20-minute walkable neighborhoods throughout the region results in people with the option to walk or bike for shorter trips, such as trips to a local grocery store.

Universal Access

Maintaining independence for all community members should be a central consideration in transportation infrastructure design and design of the built environment. As our population ages, its mobility needs change; we need a region designed to allow people to age in place.

Equally important is equitable access to opportunities. Residents should not need a car to get to their jobs or to access needed services. Affordable multi-family housing and dependable transit must be provided in close proximity to one another throughout the region, with accessible pedestrian infrastructure to connect people to local destinations.

** Throughout this report, we use the term "walkable/rollable." While everyone is a pedestrian, not everyone walks. Walkable/rollable and accessible are used interchangeably as a reminder that a pedestrian network must accommodate all of its users including persons using mobility devices. Please consider "walking" as shorthand for "walking/rolling."*

Action

We call on our region's leaders to engage their communities and commit to improving walking conditions through action.

Planning

1. As jurisdictions draft updates to their Transportation System Plans, we call on planners to incorporate the key findings of Getting Around on Foot in those plans and to address and expand on key findings in their Pedestrian Master Plans.
2. Include an evaluation component for walking and cycling into all projects. It is crucial to collect information about the effects of transportation projects on all traffic modes. Gathering data related to walking and cycling will inform indicators of transportation demand management, carbon outputs, health outcomes*, and economic effects.
3. Integrate TriMet's Pedestrian Network Analysis findings into Transportation System Plans. Prioritize and fund projects that improve pedestrian access to transit.

Design

4. Design transportation system and neighborhood projects with pedestrians in mind early in the process. Design every transportation project and every land use development to improve the walking environment. Details do matter.

Funding

5. Prioritize stand-alone pedestrian projects that improve walking conditions for funding in Capital Improvement Plans and Transportation System Plans. Too often stand-alone pedestrian projects are completely absent in funding priorities or they are relegated to the bottom of the funding list. Include a funding criterion that prioritizes active transportation projects in traditionally underserved communities and neighborhoods that are transportation-disadvantaged.
6. Allocate funding specifically for pedestrian and bike projects. We challenge elected officials and key decision-makers to identify specific funding mechanisms for active transportation projects. For example, identifying a meaningful percentage for active transportation investment in Washington County's Major Streets Transportation Investment Program (MSTIP) would allow the county to address congestion management and provide transportation options for its burgeoning population. System development charges, which are currently many jurisdictions' sole sidewalk funding tool, are not sufficient to build a strategic network that improves conditions where people want to walk.
7. Regional Flexible Funds must continue to target a meaningful percentage of dollars to walking and cycling projects that supports active transportation in a way that reflects the region's goals.

Engaging Communities

8. Form and staff stand-alone Bike and Pedestrian Advisory Committees that are a formal part of the transportation planning and decision-making processes. As an interim action for smaller jurisdictions without a stand-alone bike/pedestrian committee, ensure that the citizen advisory committee involved in transportation-related issues includes members who represent walking and cycling needs.

Creating Partnerships

9. Pedestrians need a continuous network that gets them where they need to go regardless of jurisdictional boundaries or agency boundaries within jurisdictions. Coordinate with public and private partners to use scarce resources to provide a seamless network that serves multiple purposes and maximizes community benefit.
10. Bring health officials into the planning process* The Centers for Disease Control and Prevention reports that two-thirds of American adults are obese or overweight, as are one-third of children and adolescents. An active lifestyle correlates to health and is associated with a walking environment and land use pattern that provides safe and convenient places to walk.

Our Future

Planners should use this document as an action plan, a guide to laying the groundwork for a strategic network that allows people to move in their communities and access transit to other areas. The actions outlined in this plan can be accomplished quickly with vision and the will to make them happen.

We hope that community members will use this document as a resource for their local advocacy efforts and help serve as a framework for walking needs. The Willamette Pedestrian Coalition works to support a more walkable region and does so by supporting and furthering local advocacy efforts. Our region cannot wait and hope for a walkable region to naturally evolve. We must prioritize it, plan it, fund and shape it now.

To access the full Getting Around on Foot Action Plan, please visit www.wpcwalks.org/GettingAroundOnFoot

**Health Impact Assessments (HIAs) should be conducted when planning and designing transportation projects. See <http://www.cdc.gov/healthyplaces/hia.htm>*

Key Findings

Conversations and research led us to the following key findings, which detail community priorities for improving walking conditions.

1. Providing Safe Crossings

“My heart beats so fast every time I have to cross that street anywhere other than at a controlled intersection.”

– BREESA CULVER

“What used to be a death-defying crossing is now one of the best in Portland.”

– ELAINE FRIESEN STRANG

The ability to cross the street safely is the number one need for people walking and rolling, regardless of age and ability. This need was described by the majority of survey respondents and is reinforced by studies such as



Crossing the street safely raises flags among people who walk and roll.

Transportation for America’s “Dangerous by Design” report, which identifies the greatest hazards for people on major streets, which often have four or more lanes, few crossings, and insufficient sidewalks.

Sidewalks are a critical element of the transportation system, especially along arterial streets. At the very least, no waivers of remonstrance should be granted during redevelopment on major roadways.

A safe crossing is one with few lanes to cross and which is well marked and lit to improve visibility and driver compliance. A safe crossing exhibits low speeds – both posted and observed. Pedestrian signals at intersections allow enough time for someone with a physical disability or with a child to cross with time to spare. Along a corridor, safe crossings must be frequent to help a neighborhood to be accessible. Crossings near schools, community centers, parks, grocery stores, bus stops and other trip generators should have the highest priority for funding.

2. Closing Sidewalk Gaps

“It is truly not possible to pick just one street within our neighborhood that has issues with sidewalks.”

– RESIDENT NEAR SE 122ND AVE.

Sidewalks are our “roadways” for walking/rolling throughout the city. Sidewalks bring customers to a business’ front door, provide an environment for sidewalk cafes, serve as

a casual meeting place for neighbors, create bike parking opportunities, and serve as waiting areas for buses, streetcars, and light rail. Sidewalks connect the parts of a city, yet many neighborhoods have either substandard sidewalks or lack them completely. Survey respondents referred to “mud mires,” feeling trapped by lack of sidewalks, and encountering daunting overgrowth on narrow sidewalks.



Sidewalk interrupted near Clackamas Regional Center.

Walking/rolling is the fundamental transportation mode and it connects the other modes. Accessible, contiguous sidewalks that allow space for myriad activities are crucial to an area’s walkability. Strategically closing sidewalk gaps to schools, transit stops, senior centers, health clinics and grocery stores will improve access to entire neighborhoods for everyone.

3. Recognizing Equity

“It is a debilitated, broken, poverty stricken area that needs physical improvements abundantly.”

– TROY W.

Investments in walking/rolling, biking and transit have been historically concentrated in some neighborhoods and lacking or absent in others. Prioritizing transportation options in neighborhoods with concentrations of people who are transit-dependent – low-income residents, older adults and people with disabilities – is key to according independence and



Neither barriers nor benefits are distributed equally.

Photo courtesy Adam Jones, Ph.D.

opportunities to these residents. Car ownership should not be required for access to job opportunities and basic goods and services.

Just as the benefits of a multimodal transportation system should be shared, so should the burdens. Health Impact Assessments for transportation projects during the planning process will help identify health benefits and burdens to affected communities, an effect often ignored when evaluating and prioritizing projects. Similarly, projects should be viewed through the lens of all of their impacts on local communities, not just the impacts on traffic flow.

4. Designing for All Abilities

“Newly constructed curb ramps create a safe alternative to the older, too-steep and poorly maintained ramps – and actually provide true ADA access.” – TERRY MOORE

Everyone is a pedestrian at some point in his or her day, but not every pedestrian walks. The region’s population is aging, and planning efforts need to allow people to age in place with an accessible transportation network.



Details matter when designing for access.

Curb ramps at every corner and well-maintained sidewalks that are free of physical obstacles and overgrowth are essential attributes of an accessible walking environment. Frequent and well-lit crossings, pedestrian signals that allow adequate time for those of all abilities to cross, enhanced crossings at wide roadways, and ADA-compliant access to transit stops are other attributes that are a vital part of a network that allows people to walk and roll.

5. Planning at a Human Scale

“I like the brick inlay, artwork, sculptures, benches, flowers, painted murals. This concept needs to be greatly stepped up so that all of Beaverton has this feel.” – JULIA S.



“Allow Me” statue provides a place for meetings and more at Pioneer Courthouse Square. Photo by Ed Yourdon

Densely developed areas that accommodate high traffic volumes still need to be scaled for people. For example, freeway interchanges create the greatest imbalances between people walking and motor vehicle traffic. People walking or rolling are often expected to navigate elaborate detours to navigate freeway interchanges, to negotiate sidewalks that abruptly end, or to make multiple crossings at a busy freeway intersection.

Communities are increasingly recognizing the negative impact of “superblocks” and gated communities on walkability. Superblocks can be as long as nine regular (200 to 250 feet) city blocks and are often paired with parking lots abutting the street and serve one or more mega-stores. Gated communities are networks of cul-de-sacs with infrequent outlets to major streets. These environments were designed to discourage rather than serve people who are walking, rolling, or taking transit. It will be an on-going challenge to retrofit these environments to accommodate the needs of everyone.

The bellwether of human-scaled design is not in the amount of people walking but in the number of accepted invitations to linger.

6. Calming Traffic

“Even my children don’t understand why cars should be going 25 mph down our narrow, high-density residential street full of cats, dogs, kids, cyclists, and chickens.”

– LISA LASER



Lisa’s children with their chickens, Winter and Greta.

Speed is among the most frequent causes of car crashes, second only to driving under the influence of intoxicants. Curtailing speeding behavior on roads is needed to increase safety, reduce noise, and encourage users of

all modes to use the streets with comfort and confidence. Cities and counties are increasing the number and types of traffic calming treatments in neighborhoods, which are particularly important in creating safe routes to school.

By designing the streets for lower speeds, enforcing speed limits, and encouraging local control of speed limits, we make neighborhood streets safer and quieter.

7. Combining Transit and Walking/Rolling

“[A new] sidewalk added improving safety for school access and people walking to transit center. Made it possible for me to walk to the MAX safely with a stroller.”

– BARBARA, RESIDENT
re: Park Way & Marlow, Beaverton

“All bus stops should have a bench and shelter – in other words be inviting for pedestrians waiting for a bus.”

– CYNTHIA ARNOTT

Public transit and walking/rolling are inextricably linked. While relatively few people commute to work entirely by walking, four out of five transit riders arrive at

their bus stop or light rail station on foot. Walking/rolling is essentially an extension of the transit trip; they provide the connection from home to the bus stop at one end, and from the bus stop to the destination at the other end of the trip. For those who cannot or do not bike, the combination of walking/rolling and transit makes carfree transportation possible by extending the distances and the number of destinations that can be reached without a car. Investing in good pedestrian access to transit must be a priority for cities, counties and transit agencies. As our population ages, accessible transit will be even more important to maintaining livability in our region. Bus stops and transit centers must be accessible, safe and attractive for everyone, but especially for those who are dependent on transit for reasons of age, income, or physical ability.



Bus stop in SW Portland.

TriMet has recently undertaken a Pedestrian Network Analysis to create a framework for identifying, selecting, programming, and optimizing pedestrian improvements that provide better transit access and improve the local walking environment. The project prioritized hundreds of bus stops based on a number of factors, and combined clusters of nearby priority bus stops into ten focus areas for further analysis and identification of needed improvements. WPC participated in this project and urges local and regional support for the recommendations coming out of it.

8. Walking the Talk

“Actually prioritize these areas for infrastructure improvements rather than merely paying lip service to equity.”

It is not sufficient to rely on general street improvements that also include sidewalks to strategically expand the pedestrian network. Pedestrian infrastructure should be addressed on an equal footing with other modes as an intentional part of the planning process. The Willamette Pedestrian Coalition applauds



Providing connectivity is key.

cities like Milwaukie, which has identified stand-alone projects for walking, and we challenge each jurisdiction to develop and build pedestrian projects that go beyond an add-on to a roadway project.

Planning and building for walking must be prioritized and funded, particularly in

areas traditionally underserved. Our region has a number of great walkable areas and greenways that need to be connected to businesses, transit and the people who use them. We challenge jurisdictions to find ways to diversify funding sources for sidewalks and to plan for walkable cities and counties.

9. Urban Design

“My neighborhood is fine. It is when I try to leave it.”

– GRESHAM RESIDENT

For sidewalks and safe crossings to be used as part of an accessible transportation system, they must connect people to nearby destinations. Connectivity is key in a walkable/rollable neighborhood. Shorter blocks naturally calm traffic and provide access to more destinations within a shorter walking/rolling distance. A highly-connected street network disperses traffic more effectively and equitably.



Design of a commercial district.

photo by Jason McHuff

Areas with a mix of uses create closer relationships between residents and local businesses. Schools and senior centers that are centrally located for the communities they serve encourage carfree trips, reduce trip lengths, and increase independence for students and older adults. When storefronts and other buildings have their entrances facing the sidewalks, rather than the parking lots, people benefit.

10. Engaging Communities

“The city responded to my complaint about poor crosswalk marking condition and drivers failing to yield. I was able to contact the right city authorities to fill the markings and to organize a crosswalk enforcement action. However, more work remains to be done in order to create a safer neighborhood for all.”

– JOHNMARK LARSON

For a city or county to meet the needs of its residents, the residents must be involved and listened to as projects



WPC surveying people’s priorities at Sunday Parkways.

are identified and designed. Formal Pedestrian and Bicycle Committees and the active engagement of neighborhood associations and community planning organizations serve as excellent environments for

gathering feedback and increasing general understanding of transportation and land use decisions, and they should be incorporated as an integral part of decision-making processes.

Ensuring that all people who walk and cycle are invited to the table in local decision-making is key, including low-income communities, communities of color, elders, parents of schoolchildren, and people with disabilities. Encouraging participation by having meetings at transit-accessible and ADA-compliant venues, advertising those attributes, providing child care when possible, giving ample notice of meetings, and providing language interpretation are some ways to facilitate community involvement. Community engagement takes resources and planning but is essential for guiding public investments to the greatest community benefit.

11. Funding It

“Increase the dedicated dollars for pedestrian and bicycle improvements. We have done so much with the requirement of money going towards these improvements. If we increase from 1% to 2-5%, just think of what we could accomplish!”

One of the greatest challenges facing development of our region’s walking network is, predictably, funding. In most meetings with city and county planners, paucity of funding was identified as the primary barrier to pedestrian improvements. This is not, fundamentally, an issue of money; it is an issue of political will. One hundred percent of our region’s population



The need for funding is written in stone.
Photo by Paul Scott

use sidewalks and crossings daily, yet generally less than one percent of transportation budgets are available to improve walking conditions.

Pedestrian infrastructure needs its own dedicated funding sources that are not exclusively reliant on development-related improvements. The high cost of pedestrian infrastructure due to stormwater management requirements needs to be offset with a more creative funding structure to defray these higher costs. Funding sources should be as stable and diverse as the funding identified for automobile transportation. Developing funding mechanisms for improving walking/rolling will require creativity, innovation, and political will.

12. Creating Partnerships

“Partnerships like this are a ‘win-win-win’ – good for the environment, good for walkable, accessible communities and good for taxpayers because we are doing more with our existing funds.” – NEIL MCFARLANE



Stormwater drainage doubles as a curb extension.

photo from www.pedbikeimages.org/ Laura Sandt

The Portland Metro region has led the nation in sustainable innovations, from recycling programs and energy conservation to regional bike trails. In order to build and retrofit streets and neighborhoods to effectively serve people, our cities and counties must develop creative partnerships. Partnerships between stormwater management and transportation planning agencies to build sidewalks and reduce runoff are examples of a synergy that can solve a number of issues efficiently. Funding partnerships between transit agencies and cities and counties can provide essential infrastructure for transit users and enhance access in and between neighborhoods.

Study Methods of this Report

Through surveys of and conversations with residents who experience their local walking environments daily, we sought to develop a framework of community-based needs and priorities for improvement.

We had similar conversations with transportation planners from 19 of the 24 jurisdictions within Oregon’s Portland metropolitan region to learn about their Transportation System Plans (TSPs) and priorities for pedestrian improvements and to understand how their jurisdictions formally involve community members in planning and decision-making processes. We then reviewed nearly all recent Transportation System Plans within the region and identified themes and challenges. The conclusions described above represent the disparity between TSP goals and prioritized and funded projects. Finally, WPC worked with students from Portland State University’s Transportation Safety class to conduct field observations of typical walking environments to better understand the context of our region’s needs, challenges and opportunities.

Limited resources prevented us from a more focused exploration of important issues such as the equitable distribution of transportation options, inclusive community representation in decision-making processes, and an inventory of universal accessibility for all physical abilities. We view this Action Plan as a springboard to delve into those issues as a crucial next step in understanding and improving our regional pedestrian environment.



Willamette Pedestrian Coalition

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Agenda Item Number 4.0

REGIONAL FUNDING MODELS

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

Agenda Item Number 5.1

Consideration of the Council Minutes for April 21, 2011

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

Agenda Item Number 5.2

Resolution No. 11- 4254, For the Purpose of Confirming the Appointment of a New Member and Re-Appointment of a Pre-existing Member to the Metro Audit Committee.

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE	)	RESOLUTION NO. 11- 4254
APPOINTMENT OF A NEW MEMBER AND RE-)	
APPOINTMENT OF A PRE-EXISTING	)	Introduced by Council President
MEMBER TO THE METRO AUDIT	)	Tom Hughes
COMMITTEE)	

WHEREAS, the Metro Council has adopted Ordinance No. 10-1233, "Amending Metro Code Section 2.15.080, External Audits, and adding a New Metro Code Section 2.19.250 Audit Committee;" and

WHEREAS the Committee enhances the external audit function by monitoring the external auditor's services and activities to ensure that independence is maintained between the external auditor and management; and

WHEREAS, a vacancy has occurred in the Committee due to a member resignation; and

WHEREAS, the Council President has appointed a new member to complete the term of the member; and

WHEREAS, a pre-existing member has expressed their desire to extend their one-year term, pending adoption of this resolution. The incumbent will extend the current one-year term that expires on June 30, 2011 to a four-year term expiring June 30, 2015; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the appointment of the new member and re-appointment of the pre-existing member to the Metro Audit Committee as set forth in Exhibit "A" attached hereto for the Committee position and terms set forth therein.

ADOPTED by the Metro Council this ____ day of _____ 2011.

Tom Hughes, Council President

Approved as to Form:

Allison K. Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 11-4254

METRO AUDIT COMMITTEE

Committee Member Appointment

The following person is appointed to serve a four (4) year term and shall be eligible thereafter to serve one additional 4-year term:

- **Kathryn McLaughlin** Retired Financial Criminal Investigator

The following person is reappointed to serve a four-year term from July 1, 2011 until June 30, 2015:

- **Grant Jones** Vice President & Treasurer, Perkins & Company

BIOGRAPHIES

New member appointment:

Kathryn McLaughlin: Ms. McLaughlin holds a Bachelor of Arts from Portland State University in Political Science. She has been a practicing CPA since 1978. Most recently she was a Financial Criminal Investigator for the Oregon Department of Justice, Criminal Justice Division. She also worked for the Secretary of State Division of Audits and conducted financial and compliance audit of state and local governments.

Pre-existing member appointment:

Grant Jones: Mr. Jones is a Certified Public Accountant and holds a Bachelor of Science in Business Administration from the University of Oregon. He is currently Vice President and Treasurer for Perkins & Company in Portland. Grant's areas of expertise include accounting, auditing, financial management, employee benefit plans and general business consulting.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4254 FOR THE PURPOSE OF CONFIRMING THE APPOINTMENT OF A NEW MEMBER AND RE-APPOINTMENT OF A PRE-EXISTING MEMBER TO THE METRO AUDIT COMMITTEE

Date: April __, 2011

Prepared by: Suzanne Flynn
Metro Auditor
503/797-1891

BACKGROUND

The Audit Committee assists the Metro Council in reviewing accounting policies and reporting practices as they relate to the Metro's Comprehensive Annual Financial Report. The Committee provides independent review and oversight of the government's financial reporting processes, internal controls, and independent auditors.

Currently, the Committee has a vacancy created by the resignation of a citizen member.

The prospective member listed in Exhibit A was nominated to serve out the remaining term of the member on the Committee.

A pre-existing member has expressed the desire to extend his one-year term, expiring June 30, 2011, to a four-year term, expiring June 30, 2015.

ANALYSIS/INFORMATION

1. **Known Opposition:** none
2. **Legal Antecedents:**
Metro Code Chapter 2.19, "Metro Advisory Committees," provides generally applicable rules for the creation of committees providing advice to the Metro Council and appointment of members to such committees.

Metro Ordinance 10-1233 for the Purpose of Establishing an Audit Committee and Amending Metro Code Section 2.15.080 External Audits and Adding a New Metro Code Section 2.19.250 Audit Committee.
3. **Anticipated Effects:**
Approval fills vacancy for citizen representative and extends the term of pre-existing member on the Committee.
4. **Budget Impacts:** None

RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 11-4254.

Agenda Item Number 5.3

Resolution No. 11-4255, For the Purpose of Confirming the Reappointment of Ms. Cece Hughley Noel and Mr. David Davies to the North Portland Rehabilitation and Enhancement Committee (NPREC).

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF CONFIRMING THE) RESOLUTION NO. 11-4255
REAPPOINTMENT OF MS. CECE HUGHLEY)
NOEL AND MR. DAVID DAVIES TO THE) Introduced by Tom Hughes,
NORTH PORTLAND REHABILITATION AND) Council President
ENHANCEMENT COMMITTEE (NPREC))

WHEREAS, Metro Code Chapter 2.19.140 provides for a North Portland Rehabilitation and Enhancement Committee (NPREC); and,

WHEREAS, Metro Code Chapter 2.19.030 states that advisory committee members and alternate members are limited to two consecutive two-year terms; and,

WHEREAS, Ms. Hughley Noel and Mr. Davies' initial term has expired and they have expressed interested in serving another term; and,

WHEREAS, Ms. Hughley Noel and Mr. Davies are members in good standing and their reappointments are supported by the Committee and Committee Chair; and,

WHEREAS, the Council President has reappointed these individuals, subject to confirmation by the Metro Council; now, therefore,

BE IT RESOLVED, that the Metro Council confirms the reappointment of Ms. Hughley Noel and Mr. Davies to serve on the North Portland Rehabilitation and Enhancement Committee.

ADOPTED by the Metro Council this ____ day of April, 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4255 FOR THE PURPOSE OF CONFIRMING THE REAPPOINTMENTS OF CECE HUGHLEY NOEL AND DAVID DAVIES TO THE NORTH PORTLAND REHABILITATION AND ENHANCEMENT COMMITTEE (NPREC)

Date: April 28, 2011

Prepared by: Karen Blauer 503-797-1506

BACKGROUND

The eight-member North Portland Rehabilitation and Enhancement Committee (NPREC) is charged with making recommendations to the Metro Council regarding policies and the administration of the rehabilitation and enhancement program for the North Portland Area, including recommending projects for funding.

Metro Code 2.19.140(b) authorizes membership on the Committee, including seven citizen neighborhood representatives. Metro Code 2.19.030 concerning membership of advisory committees, limits these representatives to two consecutive two-year terms. Two members' terms have expired: Cece Hughley Noel, representing the Portsmouth neighborhood; and David Davies, representing the Overlook neighborhood. Both are members in good standing and Councilor Rex Burkholder, chair of the NPREC, supports their reappointments. Furthermore, both have expressed interest in serving second terms on the NPREC.

ANALYSIS/INFORMATION

1. Known Opposition

There is no known opposition to the reappointments of Ms. Hughley Noel and Mr. Davies to the NPREC.

2. Legal Antecedents

Chapter 2.19 of the Metro Code Relating to Advisory Committees; Section 2.19.140 provides for a North Portland Rehabilitation and Enhancement Committee (NPREC) and sets forth guidelines for representation.

3. Anticipated Effects

Adoption of this resolution would confirm the reappointments of Ms. Hughley Noel and Mr. Davies to the NPREC.

4. Budget Impacts

There are no known costs associated with implementation of this legislation.

RECOMMENDED ACTION

Tom Hughes, Council President, and Councilor Rex Burkholder, chair of the enhancement committee, recommend adoption of this resolution to confirm the reappointments of Cece Hughley Noel and David Davies to serve on the North Portland Rehabilitation and Enhancement Committee.

Agenda Item Number 5.4

Resolution No. 11-4258, For the Purpose of Authorizing the Acting Chief Operating Officer to Purchase a Conservation Easement Over Property in the Willamette River Greenway Target Area Under the 2006 Natural Areas Bond Measure.

Consent Agenda

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

AUTHORIZING THE ACTING CHIEF	)	RESOLUTION NO. 11-4258
OPERATING OFFICER TO PURCHASE A)	
CONSERVATION EASEMENT OVER	)	Introduced by Acting Chief Operating Officer
PROPERTY IN THE WILLAMETTE RIVER	)	Daniel B. Cooper with the concurrence of
GREENWAY TARGET AREA UNDER THE 2006	)	Council President Tom Hughes.
NATURAL AREAS BOND MEASURE)	

WHEREAS, at the general election held on November 7, 2006, the voters of the Metro region approved Measure 26-80, the 2006 Natural Areas Bond Measure submitted to the voters to preserve natural areas and clean water and protect fish and wildlife (the “Bond Measure”);

WHEREAS, Resolution No. 07-3766A “Authorizing the Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan,” adopted by the Metro Council on March, 1 2007, identifies a pre-approved set of criteria and conditions under which the Chief Operating Officer and his designees are authorized to negotiate and complete land acquisition transactions related to the 2006 Natural Areas Bond Measure (the “Acquisition Parameters and Due Diligence Guidelines”);

WHEREAS, the Acquisition Parameters and Due Diligence Guidelines require, among other things, that prior to negotiating and closing a real estate transaction related to the 2006 Natural Area Bond Measure (1) an initial appraisal and a review appraisal of the property interest being acquired must be obtained and (2) the purchase price for the property interest be equal to or less than the fair market value of that property interest as established by such appraisal and appraisal review processes;

WHEREAS, Metro staff has identified an opportunity to partner with the City of Portland, acting by and through both its Bureau of Environmental Services and its Department of Parks and Recreation (the “City”), to jointly contribute towards the protection of a specific property in the Willamette River Greenway Target Area, which property is identified and further described in Exhibit A to this resolution (the “Property”);

WHEREAS, the City will be purchasing the Property in fee from the Trust for Public Land (“TPL”), who has an option to purchase the Property from the current owner;

WHEREAS, simultaneously with the City’s acquisition of the Property from TPL, Metro will be purchasing from the City a conservation easement over the Property, which conservation easement will prohibit all future development on the Property and ensure that it remains a natural area in perpetuity;

WHEREAS, the City has obtained an appraisal of the fee value of the Property (the “Fee Appraisal”), and the Fee Appraisal supports the City’s purchase price negotiated with TPL;

WHEREAS, the majority of the value set forth in the Fee Appraisal is attributed to the residential development potential of the Property;

WHEREAS, due to the fact that Metro's negotiated purchase price for its conservation easement is equal to less than 20 percent of the price the City will pay for fee title to the Property from TPL, it is in the best interest of Metro to acquire the conservation easement without obtaining a separate appraisal and appraisal review of the conservation easement; now therefore

BE IT RESOLVED that the Metro Council hereby authorizes the Acting Chief Operating Officer to acquire a conservation easement over the Property identified in Exhibit A without obtaining an appraisal and appraisal review of such conservation easement, provided that (1) the purchase price for the conservation easement acquisition is less than 20 percent of the value of the Property, as established by the City's Fee Appraisal, (2) Metro's form of conservation easement will prohibit all future residential development on the Property, and (3) the acquisition is otherwise in accord with the Acquisition Parameters and Due Diligence Guidelines of the Natural Areas Implementation Work Plan.

ADOPTED by the Metro Council this _____ day of April, 2011.

Tom Hughes, Council President

Approved as to Form:

Alison Kean Campbell, Acting Metro Attorney

Exhibit A to Resolution No. 11-4258

Property Description

THE SOUTHEAST 145.9 ACRES OF THE FOLLOWING DESCRIBED REAL PROPERTY IN THE COUNTY OF MULTNOMAH, STATE OF OREGON, DESCRIBED AS FOLLOWS:
A TRACT OF LAND IN SECTIONS 22 AND 27, TOWNSHIP 1 SOUTH, RANGE 1 EAST OF THE WILLAMETTE MERIDIAN, IN THE CITY OF PORTLAND, COUNTY OF MULTNOMAH AND STATE OF OREGON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 11 CHAINS AND 50 LINKS WEST AND 21 CHAINS AND 50 LINKS NORTH FROM THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 22 IN TOWNSHIP 1 SOUTH, RANGE 1 EAST; THENCE SOUTH 68 CHAINS AND 85 LINKS; THENCE EAST 50 CHAINS; THENCE NORTH 51° EAST 8 CHAINS TO THE WEST BANK OF THE WILLAMETTE RIVER; THENCE FOLLOWING THE MEANDERS OF THE SAID WEST BANK NORTHERLY TO THE NORTHEAST CORNER OF THE HECTOR CAMPBELL DONATION LAND CLAIM NO. 44 AT A POINT DUE EAST FROM THE POINT OF BEGINNING; THENCE WEST 28 CHAINS AND 50 LINKS, MORE OR LESS, TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ANY PORTION LYING EASTERLY OF THE WESTERLY BOUNDARY OF MACADAM ROAD.

ALSO EXCEPTING THEREFROM THAT TRACT OF LAND CONVEYED TO THE CITY OF PORTLAND BY SPECIAL WARRANTY DEED RECORDED JUNE 15, 1963 IN BOOK 2171, PAGE 0114.

STAFF REPORT

IN CONSIDERATION OF RESOLUTION NO. 11-4258, AUTHORIZING THE ACTING CHIEF OPERATING OFFICER TO PURCHASE A CONSERVATION EASEMENT OVER PROPERTY IN THE WILLAMETTE RIVER GREENWAY TARGET AREA UNDER THE 2006 NATURAL AREAS BOND MEASURE

Date: April 28, 2011

Prepared by: Kathleen Brennan-Hunter, 503-797-1948

BACKGROUND

Metro staff has entered into an agreement with the City of Portland (the “City”) to purchase a conservation easement over certain property in the Willamette River Greenway Target Area (the “Property”). The Property is approximately 145 acres and is one of the last remaining privately-owned forested tracts of this size within the City of Portland. The Property is legally described in Exhibit A, attached to the proposed resolution.

In September 2007, the Metro Council adopted the Refinement Plan for the Willamette River Greenway Target Area and the Property meets the following Tier I objective for the target area:

Secure remaining unique and rare habitats. These include Multnomah Channel, the large forested area west of the Sellwood Bridge and lands near Elk Rock Island.

The Property is extraordinary due to its large size. Protecting such a large contiguous area will have a great benefit to water quality and wildlife in the area, and will provide habitat connectivity. It also presents a potential public recreation opportunity not feasible on smaller sites.

The Property is an unmanaged forest stand, approximately 50 percent deciduous and 50 percent coniferous tree types. Tree species include Douglas fir, Western red cedar, Western hemlock, grand fir, big leaf maple, red alder, Oregon ash and black cottonwood. Seven unnamed streams, some with small tributaries, flow through the site to the Willamette River. These streams all have steep gradients, with some reaches exceeding 6 percent. The streams are relatively unaltered and occupy their historic channels until flowing through a series of culverts near their confluence with the Willamette River. Three of the streams supply year-round cold water to the Willamette River.

Trust for Public Lands (“TPL”) currently holds an option to purchase the Property from the existing private owner, and the City has entered into an agreement to buy the property in fee from TPL. The City’s obligation to purchase the Property is subject to various conditions, one of which is that Metro purchase a conservation easement from the City at closing. The compensation the City receives from Metro for the conservation easement will be used by the City to partially fund its fee acquisition of the Property from TPL.

Resolution 11-4258 requests authorization for the Acting Chief Operating Officer to purchase a conservation easement over the Property without first obtaining an independent MAI appraisal of such easement as required by the accepted Acquisition Guidelines as outlined in the Natural Areas Implementation Work Plan. The City has obtained an appraisal of the Property, and that appraisal supports the City’s negotiated fee purchase price of \$11,500,000. The appraisal firm that completed such appraisal is a reputable firm, frequently used by Metro on various other property acquisitions. Metro’s purchase price for its conservation easement is equal to less than 20 percent of the price the City has negotiated to purchase fee title to the Property from TPL. After reviewing the City’s appraisal, Metro staff are satisfied that the value of the conservation easement interest would be supported by a market appraisal

at the negotiated price. As the City's appraisal confirms, a significant portion of the fee value of the Property is due to the Property's residential development potential. Because Metro's conservation easement will prohibit all residential development in perpetuity, staff believe it is reasonable to conclude that an appraisal of the easement would confirm Metro's purchase price negotiated with the City.

Due to the extraordinary opportunity to achieve goals identified in the 2006 Natural Areas Bond Measure, and because an independent market appraisal of a conservation easement over the Property of this complexity would be a costly and time-consuming endeavor, Metro staff recommend proceeding with acquisition without requiring Metro to obtain an appraisal of the conservation easement interest.

ANALYSIS/INFORMATION

1. Known Opposition

None

2. Legal Antecedents

Resolution No. 06-3672B. "For the Purpose of Submitting to the Voters of the Metro Area a General Obligation Bond Indebtedness in the Amount of \$227.4 Million to Fund Natural Area Acquisition and Water Quality Protection," was adopted on March 9, 2006. The voters approved Metro's 2006 Natural Areas Bond Measure at the general election held on November 7, 2006.

Resolution No. 07-3766A "Authorizing The Chief Operating Officer to Purchase Property with Accepted Acquisition Guidelines as Outlined in the Natural Areas Implementation Work Plan" was adopted by the Metro Council on March 1, 2007, and established the Acquisition Parameters and Due Diligence Guidelines for the purchase of properties as part of the 2006 Natural Areas Bond Program.

Resolution No. 07-3851, "Approving the Natural Areas Acquisition Refinement Plan for the Willamette River Greenway Target Area," was adopted by the Metro Council on September 27, 2007.

Metro Code Chapter 10.03.01 provides that "Metro may acquire conservation easements in accordance with law."

3. Anticipated Effects

Metro will purchase a conservation easement over the Property, protecting the natural, scenic and open space values of the Property and prohibiting activities on the Property that are inconsistent with or materially interfere with such values. The City of Portland, as the fee owner of the Property, will be solely responsible for restoration and management of the Property. In the event the City of Portland does not comply with the stabilization obligations set forth in the conservation easement, Metro has the option (but not the obligation) to perform such obligations at the City's cost and expense.

4. Budget Impacts

Metro's conservation easement will be purchased utilizing 2006 Natural Areas Bond Measure proceeds. Future stabilization, restoration and management costs will be borne by the City of Portland. Annual monitoring costs for the Conservation Easement will be borne by Metro.

RECOMMENDED ACTION

The Acting Chief Operating Officer recommends passage of Resolution No. 11-4258.

Agenda Item Number 6.1

Ordinance No. 11-1257, For the Purpose of Amending Metro Code Chapter 5.02 to Establish Solid Waste Disposal Charges and System Fees for FY2011-12, and to Establish the Effective Date for the FY 2011-12 Solid Waste Excise Tax Rate.

Ordinances – Seconding Reading

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO	)	ORDINANCE NO. 11-1257
CODE CHAPTER 5.02 TO ESTABLISH SOLID)	
WASTE DISPOSAL CHARGES AND SYSTEM	)	Introduced by Acting Chief Operating Officer
FEEES FOR FY 2011-12, AND TO ESTABLISH	)	Daniel B. Cooper with the concurrence of
THE EFFECTIVE DATE FOR THE FY 2011-12	)	Council President Tom Hughes
SOLID WASTE EXCISE TAX RATE.)	

WHEREAS, Metro Code Chapter 5.02 establishes charges for disposal of solid waste at Metro South and Metro Central transfer stations; and,

WHEREAS, Metro Code Chapter 5.02 establishes fees assessed on solid waste generated within the District or delivered to solid waste facilities regulated by or contracting with Metro; and,

WHEREAS, Metro’s costs for solid waste services and programs have changed; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- Section 1. Metro Code Amendment. Metro Code section 5.02.025 is amended in the form attached hereto as Exhibit “A.”
- Section 2. Metro Code Amendment. Metro Code section 5.02.045 is amended in the form attached hereto as Exhibit “B.”
- Section 3. Metro Code Amendment. Metro Code section 5.02.047 is amended in the form attached hereto as Exhibit “C.”
- Section 4. Effective Date for Solid Waste Fees. Section 1, Section 2, and Section 3 of this ordinance shall become effective on August 1, 2011, or 90 days after adoption by Metro Council, whichever is later.
- Section 5. Effective Date for Excise Tax. Pursuant to Metro Code section 7.01.020(e)(1), the solid waste excise tax rate authorized by Metro Code section 7.01.020(c) shall become effective on August 1, 2011, or 90 days after adoption of this ordinance by Metro Council, whichever is later.

ADOPTED by the Metro Council this 28th day of April, 2011.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Alison Kean Campbell, Acting Metro Attorney

Exhibit "A" to Ordinance No. 11-1257

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.025 Disposal Charges at Metro South & Metro Central Station

(a) The fee for disposal of solid waste at the Metro South Station and at the Metro Central Station shall consist of:

- (1) The following charges for each ton of solid waste delivered for disposal:
 - (A) A tonnage charge of ~~\$56.45~~58.35 per ton,
 - (B) The Regional System Fee as provided in Section 5.02.045,
 - (C) An enhancement fee of \$.50 per ton, and
 - (D) DEQ fees totaling \$1.24 per ton;
- (2) All applicable solid waste taxes as established in Metro Code Chapter 7.01, which excise taxes shall be stated separately; and
- (3) The following Transaction Charge for each Solid Waste Disposal Transaction:
 - (A) For each Solid Waste Disposal Transaction completed at staffed scales, the Transaction Charge shall be ~~\$11.00~~12.00.
 - (B) For each Solid Waste Disposal Transaction that is completed at the automated scales, the Transaction Charge shall be \$3.00.
 - (C) Notwithstanding the provisions of subsection (A), the Solid Waste Disposal Transaction Charge shall be \$3.00 in the event that a transaction that is otherwise capable of being completed at the automated scales must be completed at the staffed scales due to a physical site limitation, a limit or restriction of the computer operating system for the automated scales, or due to a malfunction of the automated scales.

(b) Notwithstanding subsection (a) of this section,

- (1) There shall be a minimum solid waste disposal charge at the Metro South Station and at the Metro Central Station for loads of solid waste weighing ~~400~~360 pounds or less of \$28, which shall consist of a minimum Tonnage Charge of ~~\$17.00~~16.00 plus a Transaction Charge of ~~\$11.00~~12.00 per Transaction.
- (2) The Chief Operating Officer may waive collection of the Regional System Fee on solid waste that is generated outside the District, and collected by a hauler that is regulated by a local government unit, and accepted at Metro South Station or Metro Central Station.

(c) Total fees assessed in cash at the Metro South Station and at the Metro Central Station shall be rounded to the nearest whole dollar amount, with any \$0.50 charge rounded down.

(d) The Director of Parks and Environmental Services may waive disposal fees created in this section for Non-commercial Customers of the Metro Central Station and of the Metro South Station under extraordinary, emergency conditions or circumstances.

Exhibit "B" to Ordinance No. 11-1257

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.045 Regional System Fees

(a) The Regional System Fee shall be \$~~16.72~~17.64 per ton of solid waste, prorated based on the actual weight of solid waste at issue rounded to the nearest one-hundredth of a ton.

(b) Any waste hauler or other person transporting solid waste generated, originating, or collected from inside the Metro region shall pay Regional System Fees to Metro for the disposal of such solid waste. Payment of applicable system fees to the operator of a Designated Facility shall satisfy the obligation to pay system fees, provided that, if such solid waste is transported to a Designated Facility outside of the Metro region, then such waste hauler or other person must have informed the operator of the Designated Facility that the solid waste was generated, originated or collected inside the Metro region. In any dispute regarding whether such waste hauler or other person informed such operator that the solid waste was generated, originated, or collected inside the Metro region, such waste hauler or other person shall have the burden of proving that such information was communicated.

(c) Designated Facility operators shall collect and pay to Metro the Regional System Fee for the disposal of solid waste generated, originating, collected, or disposed of within Metro boundaries, in accordance with Metro Code Section 5.01.150.

(d) When solid waste generated from within the Metro boundary is mixed in the same vehicle or container with solid waste generated from outside the Metro boundary, the load in its entirety shall be reported at the disposal site by the generator or hauler as having been generated within the Metro boundary, and the Regional System Fee shall be paid on the entire load unless the generator or hauler provides the disposal site operator with documentation regarding the total weight of the solid waste in the vehicle or container that was generated within the Metro boundary and the disposal site operator forwards such documentation to Metro, or unless Metro has agreed in writing to another method of reporting.

(e) System fees described in this Section 5.02.045 shall not apply to exemptions listed in Section 5.01.150(b) of this Code.

Exhibit "C" to Ordinance No. 11-1257

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.047 Regional System Fee Credits

Any person delivering Cleanup Material Contaminated by Hazardous Substances that is derived from an environmental cleanup of a nonrecurring event, and delivered to any Solid Waste System Facility authorized to accept such substances shall be allowed a credit in the amount of \$~~14.22~~15.14 against the Regional System Fee otherwise due under Section 5.02.045(a) of this Chapter.

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 11-1257 FOR THE PURPOSE OF AMENDING METRO CODE CHAPTER 5.02 TO ESTABLISH SOLID WASTE DISPOSAL CHARGES AND SYSTEM FEES FOR FISCAL YEAR 2011-12, AND TO ESTABLISH THE EFFECTIVE DATE FOR THE FISCAL YEAR 2011-12 SOLID WASTE EXCISE TAX RATE.

Date: April 7, 2011

Prepared by: Douglas Anderson

Each year as part of the agency budget activity, the Metro Council considers changes to solid waste rates to keep them current with costs and tonnage. The specific rates under consideration are the Transaction Fee, Tonnage Charge, and Minimum Load Charge at Metro transfer stations; and the Regional System Fee, which is collected at all privately-owned landfills as well as at Metro's transfer stations. Changes require an ordinance of the council. This report provides an overview of this year's rate ordinance, No. 11-1257.

BACKGROUND

Process. Under Metro code, the Chief Operating Officer must transmit his proposed rates to the council at the same time that he transmits his proposed budget. Subsequently, public hearings and council deliberations on the budget and the rates proceed on the same schedule. The council usually adopts the rates at the same time that it approves the budget for transmittal to the Tax Supervising and Conservation Commission. This allows time for the mandatory 90 day referral period between the adoption of an ordinance and the date it becomes effective. Administratively it is best – for both Metro and its stakeholders – to implement rates on the first day of the month. Because of calendar changes this year, the council would need to take action on the rate ordinance by April 28, one week before it is scheduled to approve the budget, if the rates are to take effect on this year's target date of August 1.

In 2009 the council split Metro's annual rate cycle into two phases: a policy phase and a technical phase. *This ordinance reflects the technical phase.* The policy phase is to provide an open look at the policy drivers for the rates, and includes extensive stakeholder input. This allows for efficient execution of the technical phase in which the implications of policies, costs and tonnage are converted into rates. The technical work is reviewed by an independent rate expert whose written report is transmitted directly to the council. Normally the policy review would be held in the Fall, but the council's schedule precluded this effort last year. Therefore, the proposed FY 2011-12 rates are based on standing policies. After the budget has been approved this Spring, staff will return to council with options for a policy review later in 2011.

Results. Adoption of this ordinance would implement the following disposal charges at Metro transfer stations.

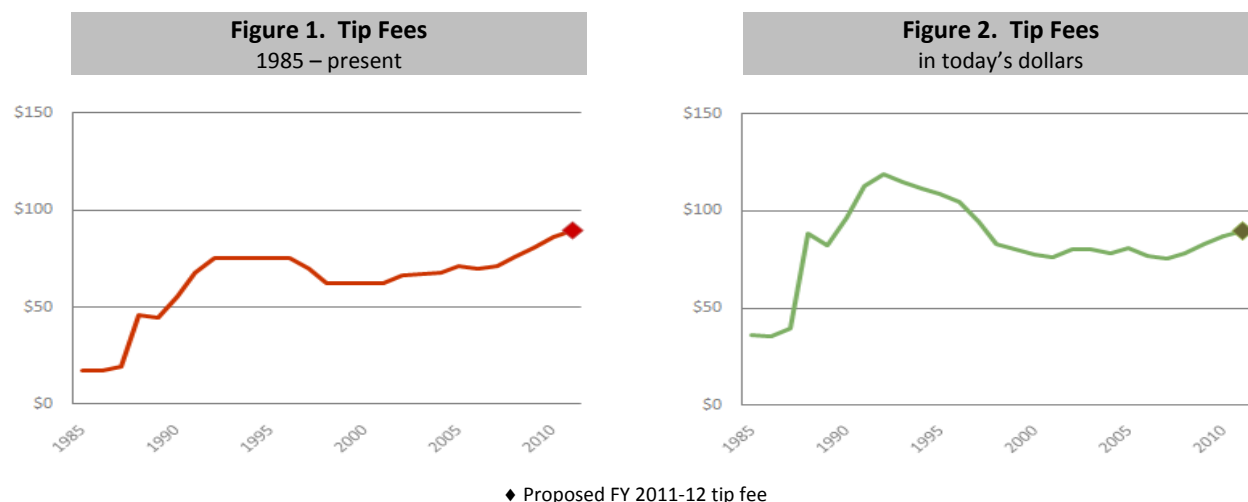
Table 1. Proposed Solid Waste Disposal Charges at Metro Transfer Stations

Rates Effective August 1, 2011

Rates	Current	Proposed	Change
Fees per transaction			
Users of staffed scales	\$11.00	\$12.00	\$1.00
Users of automated scales	3.00	3.00	- 0 -
Fee per ton (Tip Fee)	\$85.85	\$89.53	\$3.68
Minimum Load Charge	\$28	\$28	- 0 -
<i>Minimum pounds per load</i>	400	360	<i>(40)</i>

The increases reflect expected tonnage and changes in costs between this year and FY 2011-12.

By way of comparison, the proposed changes are less than the roughly \$5 increase approved in each of the last three years. Although the FY 2011-12 tip fee would be historically the highest in money terms (Figure 1), the \$75 rates of the early 1990s were even higher when denominated in today's dollars (Figure 2).



In addition to the transfer station rates shown in Table 1, the rate ordinance also amends the Regional System Fee – a surcharge on disposal that Metro levies at all privately owned landfills in addition to the Metro transfer stations. The system fee is proposed to rise from \$16.72 per ton to \$17.64, an increase of 92 cents. Because the system fee is included in the tip fee, this increase is part of the \$3.68 total change shown in Table 1. Further explanation is provided in the following section of the staff report.

EXPLAINING THE RATES

Metro Tip Fee. The tip fee at Metro transfer stations is in fact a composite of several fees and taxes. The basic fee is the Tonnage Charge, which is the amount needed to recover the costs of Metro's disposal operations – transfer station management and operations, transport, and disposal. Four separate pass-through charges are added to this base: (1) Metro's Regional System Fee, (2) the Metro excise tax, (3) a number of disposal fees that Metro collects and remits to DEQ, and (4) a host fee that is used for rehabilitation and enhancement projects by the host community. The sum of these charges is the "tip fee." Table 2 provides detail.

Table 2. Breakdown of the Tip Fee at Metro Transfer Stations

Rates Effective August 1, 2011

Component	Current	Proposed	Change
Tonnage Charge	\$56.45	\$58.35	\$1.90
<i>Recovers the costs of Metro's disposal operations.</i>			
Pass-Throughs			
<i>Government fees and taxes levied at all disposal sites.</i>			
Regional System Fee	\$16.72	\$17.64	\$0.92
Excise tax	10.94	11.80	0.86
DEQ fees	1.24	1.24	- 0 -
Host fee	0.50	0.50	- 0 -
Metro Tip Fee	\$85.85	\$89.53	\$3.68

This ordinance would amend the tonnage charge and the system fee in Table 2, by the indicated amounts. The other pass-throughs are set (or limited) by the state or in Metro code, and the tip fee is simply the sum of all the charges.

All disposal sites that serve the Metro region, public and private¹, have price structures similar to the one shown in Table 2. Each disposal site will have a tonnage charge that is specific to its own operation. The same system fee, excise tax and DEQ rates are levied at all sites. The host fee is a local option, but other local fees and taxes may also apply. The “tip fee” at any given site is the sum of these charges.

Effects on Ratepayers

The average effect of these increases on the residential customer’s curbside collection bill would be less than a penny per day (about 25 cents per month), all else equal. The average effect on a mid-sized office with a good source-separation program would be about \$1.30 per month – or roughly a 1.1% increase in total collection service cost. For food-heavy businesses such as sit-down restaurants and hotels the cost increase would be \$15 to \$18 per month, an increase of about 2.4% in total collection service cost.

Owners of private solid waste facilities will pay an additional \$1.78 per ton on waste delivered to landfills. The increase is comprised of \$0.92 on the Regional System Fee and, unrelated to this ordinance, an additional \$0.86 in Metro excise tax. This increase to the cost of disposal may provide an incentive to boost recovery efforts at privately-owned in-region facilities to avoid the higher cost of disposal.

FY 2011-12 Calculations

The derivation of the rates is described briefly in this section. Readers seeking more detail are referred to the Rate Report issued under separate cover (and available on Metro’s web site after April 7). The discussion is separated into two subsections below – one for the universal rate (Regional System Fee) that is charged on all disposal, and another for the rates that are charged only at Metro’s transfer stations.

The dollar amount to be raised by each rate is called the “revenue requirement.” This is the sum of expected FY 2011-12 expenditures based on the budget, minus any program revenue that serves to offset costs.² From Tables 3 and 4 below, the total FY 2011-12 revenue requirement is \$49.6 million. Each rate is simply the revenue requirement divided by the appropriate units (tons or transactions).

Regional System Fee. The costs of regional solid waste programs and services are recovered from the Regional System Fee – a surcharge that Metro levies on all waste that is generated inside the district and ultimately disposed, regardless of the location of the disposal site. The revenue requirement for the Regional System Fee is based on the net cost of regional programs: hazardous waste collection, waste reduction, latex paint recovery, illegal dumpsite cleanup, landfill closure and monitoring, and private facility regulation. None of the direct costs of operating the transfer stations are paid from Regional System Fee revenue. The specific detail for the FY 2011-12 Regional System Fee is shown in Table 3.

**Table 3. Detail on the Regional System Fee
Collected at All Public and Private Disposal Sites¹**

	Revenue Requirements		August 2011 – June 2012		
	FY 11/12 Total	July 2011*	Requirement	divided by: Tons	equals: Rate
Regional System Fee	\$19,135,860	\$1,586,586	\$17,548,705	994,885	\$17.64/ton

* One month of revenue at the current rate, based on the August 1 implementation date for the new rate.

¹ These are the eight landfills that serve the Metro area; but also (for legacy reasons) Forest Grove Transfer Station.

² For this reason revenue requirements are sometimes termed “net costs.”

Transfer Station Charges. Metro’s own customers face a two-part charge at the transfer stations: a flat fee per transaction, which covers the fixed costs of the scalehouses and a portion of station management, and a variable charge – the tip fee – based on the number of tons in the transaction. As shown in Table 2, the tonnage charge is the component of the tip fee that recovers the cost of station operations, transport, and disposal. The revenue requirements for each of these rates are based strictly on the net cost of providing the service. The detail for the FY 2011-12 transfer station rates is shown in Table 4.

Table 4. Detail on Disposal Charges at Metro Transfer Stations

	Revenue Requirements		August 2011 – June 2012		
	FY 11/12 Total	July 2011*	Requirements	divided by: Units	equals: Rate
Transaction fee					
Staffed scales	\$2,695,861	\$239,845	\$2,456,016	201,315 trans.	\$12/tran.
Automated	276,364	22,520	253,844	77,659 trans.	\$3/tran.
Tonnage charge	27,478,344	2,330,519	25,147,826	430,957 tons	\$58.35/ton
Total, Disposal Ops.	\$30,450,569	\$2,592,884	\$27,857,686	---	---

* One month of revenue at current rates, based on the August 1 implementation date for the new rates.

Drivers of the FY 2011-12 Changes

Tonnage. Tonnage is not a major driver of solid waste fees in this cycle. The reason resides in the math set forth in the previous section: each fee is **net cost divided by tonnage** (or transactions). So, for example, the math dictates that fees would not change if tonnage and costs both increase by the same percentage. The same math dictates that fees rise when tonnage drops, even when costs remain the same.

Metro’s econometric models of waste generation point to a mild increase in tonnage next year, reflecting a slow recovery from the recession. However, after adjusting for upcoming new diversion, the budget assumption on tonnage is down slightly from FY 2010-11. This means that rates must rise to compensate. However, the decline is small enough that the tonnage effect is relatively minor.

Costs. There are no structural changes such as major new contracts affecting next year’s rates as has been the case for the last three years. Accordingly, the proposed changes are driven almost entirely by costs:

- **Fuel.** Under Metro’s waste transport arrangements, every 25 cent per gallon increase in the price of fuel bumps the tip fee by 47 cents per ton. The FY 2011-12 fuel price assumption is \$3.25 per gallon, up 75 cents from FY 2010-11³, so fuel accounts for \$1.42 of the increase in the tip fee. The \$3.25 figure is based on the assumption that fuel prices will spike in the spring and summer of 2011, but settle back at the higher \$3.25 plateau during FY 2011-12. If fuel prices turn out higher than the budget assumption, the solid waste operating contingency is positioned to cover fuel prices as high as \$5.50 per gallon.
- **Regional System Fee.** The proposed budgets for regional solid waste programs paid by the Regional System Fee are up 2.3 percent in aggregate from FY 2010-11. Because projected regional tonnage is down, the Regional System Fee must rise \$0.92 to compensate if the revenue requirement is to be met.
- **Metro excise tax.** The excise tax component of the tip fee will rise from \$10.94 per ton to \$11.80, accounting for \$0.86 of the increase in the tip fee. The excise tax rate is established automatically through a mechanism set forth in Metro code chapter 7.01 unrelated to solid waste costs or this ordinance.

³ The budget assumption was \$2.50 per gallon. The year-to-date average is \$2.569, although the cost in February 2011 was \$2.97. Metro pays wholesale prices for diesel fuel, and is exempt from paying the Federal excise tax.

There are offsetting factors that dampen the rate of increase:

- **Low inflation.** With over half (\$28 million) of the solid waste operating budget controlled by four major operating contracts and their inflation clauses, even relatively modest inflation will have important effects on the budget and rates.⁴ The index underlying the FY 2011-12 contract prices is up only 1.1 percent, translating into a \$0.51 increase in the tonnage charge. In a more normal inflationary environment of 3 to 4 percent, the impact would be about \$1.50.
- **The COO's cost reduction initiatives.** The COO's proposed budget reflects reductions and efficiencies in general and administrative ("G&A") costs. Overhead costs to the solid waste fund are down about \$242,600 from last year. Because G&A costs are allocated, these reductions affect all rate components. The net effect is 22 cents of relief on the tip fee compared with flat G&A costs.

A variety of other, smaller changes combine to round out the net increase to the tip fee. These factors are summarized in Table 5.

Factor	Effect
Fuel price (transport to the landfill)	\$1.42
Regional System Fee (program costs)	0.92
Metro excise tax	0.86
Inflation in the major contracts*	0.51
Miscellaneous	0.19
General & administrative costs	(0.22)
Net increase	\$3.68

* For transfer station operation, transport and disposal.

INFORMATION/ANALYSIS

1. **Known Opposition.** There is no known opposition.
2. **Legal Antecedents.** Metro's solid waste rates are set forth in Metro Code Chapter 5.02. Any change in these rates requires an ordinance amending Chapter 5.02. Metro reviews solid waste rates annually, and has amended Chapter 5.02 when changes are warranted. The proposed FY 2011-12 rates comply with the restriction set forth in Chapter III, Section 15 of the Metro Charter limiting user charges to the amount needed to recover the costs of providing goods and services.

The excise tax rate is established automatically by a passive mechanism set forth in Metro Code sections 7.01.020 and 7.01.022 and does not require annual council action.

3. **Anticipated Effects:** If adopted, this ordinance would raise the tip fee and the staffed transaction fee, and reduce the size of load subject to the minimum charge at Metro transfer stations. The ordinance would also raise the Regional System Fee, which is levied on all disposal including waste delivered to Metro transfer stations, mass burners and privately-owned landfills, regardless of where these disposal sites are located. Ratepayer effects were addressed in a previous section of this report.
4. **Budget Impacts.** The rates established by this ordinance are designed to raise \$49.6 million in enterprise revenue from mixed waste as appropriated in the proposed FY 2011-12 budget.

RECOMMENDATION

The Acting Chief Operating Officer recommends adoption of Ordinance No. 11-1257.

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⁴ Under current contracts, every 1-point increase in the inflation rate affects the tip fee by 46 to 47 cents per ton.

Agenda Item Number 6.2

Ordinance No. 11-1253, For the Purpose of Adopting the
Annual Budget for Fiscal Year FY 2011-12, Making
Appropriations, Levying Ad Valorem Taxes and
Declaring an Emergency.

Ordinances – Seconding Reading

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

ADOPTING THE ANNUAL BUDGET FOR	)	ORDINANCE NO. 11-1253
FISCAL YEAR FY 2011-12, MAKING)	
APPROPRIATIONS, LEVYING AD VALOREM	)	Introduced by Dan Cooper, Acting Chief
TAXES, AUTHORIZING AN INTERFUND LOAN	)	Operating Officer, with the concurrence of
AND DECLARING AN EMERGENCY	)	Council President Tom Hughes

WHEREAS, the Multnomah County Tax Supervising and Conservation Commission held its public hearing on the annual Metro budget for the fiscal year beginning July 1, 2011, and ending June 30, 2012; and

WHEREAS, recommendations from the Multnomah County Tax Supervising and Conservation Commission have been received by Metro (attached as Exhibit A and made a part of the Ordinance) and considered; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

1. The "Fiscal Year 2011-12 Metro Budget," in the total amount of THREE HUNDRED EIGHTY NINE MILLION THREE HUNDRED SIXTY THOUSAND SEVEN HUNDRED TWO DOLLARS (\$389,360,702), attached hereto as Exhibit B, and the Schedule of Appropriations, attached hereto as Exhibit C, are hereby adopted.

2. The Metro Council does hereby levy ad valorem taxes, as provided in the budget adopted by Section 1 of this Ordinance, at the rate of **\$0.0966** per ONE THOUSAND DOLLARS (\$1,000) of assessed value for operations and in the amount of TWENTY EIGHT MILLION ONE HUNDRED SIXTY ONE THOUSAND FIVE HUNDRED THIRTY FOUR DOLLARS (\$28,161,534) for general obligation bond debt, said taxes to be levied upon taxable properties within the Metro District for the fiscal year 2011-12. The following allocation and categorization subject to the limits of Section 11b, Article XI of the Oregon Constitution constitute the above aggregate levy.

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from <u>the Limitation</u>
Operating Tax Rate Levy	\$0.0966/\$1,000	
General Obligation Bond Levy		\$28,161,534

3. In accordance with Section 2.02.040 of the Metro Code, the Metro Council hereby authorizes positions and expenditures in accordance with the Annual Budget adopted by Section 1 of this Ordinance, and hereby appropriates funds for the fiscal year beginning July 1, 2011, from the funds and for the purposes listed in the Schedule of Appropriations, Exhibit C.

4. An interfund loan from the Solid Waste Revenue Fund to the MERC Fund in an amount not to exceed \$2.5 million is hereby authorized. The loan will be made to provide short-term financing of the Eastside Streetcar Local Improvement District assessment on the Oregon Convention Center. The loan, including interest at a rate equal to the average yield on Metro's pooled investments, will be repaid from Oregon Convention Center revenues and/or reserves.

5. The Chief Operating Officer shall make the filings as required by ORS 294.555 and ORS 310.060, or as requested by the Assessor's Office of Clackamas, Multnomah, and Washington Counties.

6. This Ordinance being necessary for the health, safety, or welfare of the Metro area, for the reason that the new fiscal year begins July 1, 2011, and Oregon Budget Law requires the adoption of a budget prior to the beginning of the fiscal year, an emergency is declared to exist and the Ordinance takes effect upon passage.

ADOPTED by the Metro Council on this ___th day of June 2011.

Tom Hughes, Council President

ATTEST:

Approved as to Form:

Anthony Andersen, Recording Secretary

Alison Kean Campbell, Acting Metro Attorney

STAFF REPORT

CONSIDERATION OF ORDINANCE NO. 11-1253 ADOPTING THE ANNUAL BUDGET FOR FISCAL YEAR 2011-12, MAKING APPROPRIATIONS AND LEVYING AD VALOREM TAXES, AND DECLARING AN EMERGENCY

Date: April 7, 2011

Presented by: Dan Cooper
Acting Chief Operating Officer

BACKGROUND

I am forwarding to the Metro Council for consideration and approval my proposed budget for fiscal year 2011-12.

Metro Council action, through Ordinance No. 11-1253 is the final step in the process for the adoption of Metro's operating financial plan for the forthcoming fiscal year. Final action by the Metro Council to adopt this plan must be completed by June 30, 2011.

Once the budget plan for fiscal year 2011-12 is approved by the Metro Council on May 5, 2011 the number of funds and their total dollar amount and the maximum tax levy cannot be amended without review and certification by the Tax Supervising and Conservation Commission. Adjustments, if any, by the Metro Council to increase the level of expenditures in a fund are limited to no more than 10 percent of the total value of any fund's expenditures in the period between Metro Council approval in early May 2011 and adoption in June 2011.

Exhibit A to this Ordinance will be available subsequent to the Tax Supervising and Conservation Commission hearing June 9, 2011. Exhibits B and C of the Ordinance will be available at the public hearing on April 7, 2011.

ANALYSIS/INFORMATION

1. **Known Opposition** – Metro Council hearings will be held on the Proposed Budget through May 5, 2011. Opportunities for public comments will be provided. Opposition to any portion of the budget will be identified during that time.
2. **Legal Antecedents** – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Tax Supervising and Conservation Commission by May 15, 2011. The Commission will conduct a hearing on June 9, 2011 for the purpose of receiving information from the public regarding the Metro Council's approved budget. Following the hearing, the Commission will certify the budget to the Metro Council for adoption and may provide recommendations to the Metro Council regarding any aspect of the budget.
3. **Anticipated Effects** – Adoption of this ordinance will put into effect the annual FY 2011-12 budget, effective July 1, 2011.
4. **Budget Impacts** – The total amount of the proposed FY 2011-12 annual budget is \$389,360,702 and 749.56 FTE.

RECOMMENDED ACTION

The Acting Chief Operating Officer recommends adoption of Ordinance No. 11-1253.

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Agenda Item Number 7.1

Ordinance No. 11-1259, For the Purpose of Amending Metro
Code 2.02.050, Charitable Solicitations.

Ordinances – First Reading

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO)
CODE 2.02.050 CHARITABLE SOLICITATIONS)
)
) ORDINANCE NO. 11-1259
) Introduced by Metro Councilor Carlotta
) Colette

WHEREAS, Metro Code Section 2.02.050 provides Metro employees the opportunity to make annual charitable donations through payroll deductions; and

WHEREAS, the Metro Council wishes to open the annual charitable campaign to charitable organizations whose activities provide substantial benefits to Oregonians within the region, including all Metro-affiliated charities, and

WHEREAS, the Chief Operating Officer should be empowered to establish policy and procedures to administer the annual charitable campaign; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. The Metro Code Section 2.02.050 is amended as attached in Exhibit "A" to this ordinance.

ADOPTED by the Metro Council this _____ day of May, 2011.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recorder

Alison Kean Campbell, Metro Attorney

**Exhibit A to Ordinance No. 11-1259
Amending the Metro Code
Chapter 2.02.050 Charitable Solicitations**

2.02.050 Charitable Solicitations

(a) Charitable solicitations of Metro employees while on the job during working hours shall be conducted in compliance with this section. No other solicitations of Metro employees while on the job during working hours by a charitable organization shall be permitted.

(b) The Chief Operating Officer and/or his /her designee(s) ~~with consultation of Metro employees~~ shall by executive order establish rules-policies and procedures to implement this section, including procedures for applications, time and length of solicitation campaigns, charities approved for the campaign, and payroll deductions. ~~The procedures shall specify that all solicitations shall be made during a single campaign period lasting no longer than 30 days and that employees may sign payroll deduction cards for charitable donations only during a two-week period following the end of the solicitation campaign period. The Chief Operating Officer once each year shall certify all charitable organizations recognized by Metro for the purpose of conducting a fund drive among the employees of Metro. The Chief Operating Officer's action shall be based on the criteria stated in subsection (3) of this section.~~

~~———— (c) Charitable organizations recognized to conduct a fund drive among Metro employees while on the job during working hours shall:~~

~~———— (1) Be a fund raising organization which raises funds for 10 or more charitable agencies.~~

~~———— (2) Be a fund raising organization with a local presence. "Local presence" means that the organization and a majority of the agencies to which it distributes funds have demonstrated a direct and substantial presence in the state of Oregon or one or more of its communities as evidenced by the provision of charitable services benefiting Oregonians in Oregon throughout the previous calendar year. Substantial presence is established by the maintenance of a permanent office, not a post office box, in the state of Oregon, and which is dedicated solely to the business of the agency.~~

~~———— (3) Be exempt from taxation under Internal Revenue Service Code Section 501(c)(3).~~

**Exhibit A to Ordinance No. 11-1259
Amending the Metro Code
Chapter 2.02.050 Charitable Solicitations**

~~————— (4) Be in compliance with the Charitable Trust and Corporation Act and the Oregon Solicitation Act (ORS 128.610 through 128.898). All charitable organizations who have made the required filings under such laws and have no enforcement action pending against them shall be presumed to be in compliance with such laws.~~

~~————— (5) Have a policy prohibiting discrimination in employment and fund distribution with regards to race, color, religion, national origin, handicap, age, sex and sexual preference in the charitable organization and all its grantee agencies.~~

~~————— (6) Provide an audited periodic financial report to Metro for distribution to its employees.~~

~~———— (d) Payroll deductions for employee charitable contributions shall be allowed only for charitable organizations in compliance with this section.~~

(Ordinance No. 05-1082, Sec. 1. Amended by Ordinance No. 05-1088, Sec. 1.)

STAFF REPORT

IN CONSIDERATION OF ORDINANCE NO. 11-1259, FOR THE PURPOSE OF AMENDING METRO CODE 2.02.050 CHARITABLE SOLICITATIONS

April 15, 2011

Prepared by: Cary Stacey, Internal Communications
Manager, (503) 797-1619

BACKGROUND

The current Code provision was created in August 2005 to provide a framework for an annual charitable giving campaign. Recently the Oregon Zoo Foundation has requested permission to be listed as a charitable organization for the campaign. This request provided the opportunity for Metro personnel to request this Code amendment. If approved, Section 2.02.050 will focus on the purpose of the campaign and delegate administration of internal policy and procedure to the Chief Operating Officer and/or his designee(s).

ANALYSIS/INFORMATION

1. **Known Opposition:** None.
2. **Legal Antecedents:** Metro Code Section 2.02.050.
3. **Anticipated Effects:** The Chief Operating Officer and/or his designee(s) shall create the internal personnel policy and procedures governing the annual charitable giving campaign, and then update and revise the documentation as appropriate. As a first step, the list of approved charitable organizations shall be expanded to include all Metro-affiliated charities, including OZF, Friends of the Lone Fir, and the Portland Center for the Performing Arts Foundation.
4. **Budget Impacts:** None.

RECOMMENDED ACTION

Approve an ordinance revising the Metro Code provision governing the annual charitable giving campaign. The abridged Code provision will appropriately remove from the Code various details regarding administration of the campaign and empower the Chief Operating Officer and/or his designee(s) to establish the necessary policy and procedures relating to the campaign.

Agenda Item Number 8.1

Resolution No. 11-4259, Approving the FY 2011-12 Budget,
Setting Property Tax Levies and Transmitting the Approved
Budget to the Multnomah County Tax Supervising and
Conservation Commission.

Metro Council Meeting
Thursday, April 28, 2011
Metro Council Chamber

BEFORE THE METRO COUNCIL

APPROVING THE FY 2011-12 BUDGET, SETTING)
PROPERTY TAX LEVIES AND TRANSMITTING)
THE APPROVED BUDGET TO THE MULTNOMAH)
COUNTY TAX SUPERVISING AND)
CONSERVATION COMMISSION)

RESOLUTION NO 11-4259

Introduced by
Tom Hughes, Council President

WHEREAS, the Metro Council, convened as the Budget Committee, has reviewed the FY 2011-12 Proposed Budget; and

WHEREAS, the Council, convened as the Budget Committee, has conducted a public hearing on the FY 2011-12 Proposed Budget; and

WHEREAS, pursuant to Oregon Budget Law, the Council, convened as the Budget Committee, must approve the FY 2011-12 Budget, and said approved budget must be transmitted to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review; now, therefore,

BE IT RESOLVED,

1. That the Proposed FY 2011-12 Budget as amended by the Metro Council, convened as the Budget Committee, which is on file at the Metro offices, is hereby approved.
2. That property tax levies for FY 2011-12 are approved as follows:

SUMMARY OF AD VALOREM TAX LEVY

	Subject to the General Government <u>Limitation</u>	Excluded from <u>the Limitation</u>
Permanent Tax Rate	\$0.0966/\$1,000	
General Obligation Bond Levy		\$28,161,534

3. That the Acting Chief Operating Officer is hereby directed to submit the Approved FY 2011-12 Budget and Appropriations Schedule to the Multnomah County Tax Supervising and Conservation Commission for public hearing and review.

ADOPTED by the Metro Council this 28th day of April, 2011.

Tom Hughes, Council President

APPROVED AS TO FORM:

Alison Kean Campbell, Metro Attorney

STAFF REPORT

CONSIDERATION OF RESOLUTION NO. 11-4259 APPROVING THE FY 2011-12 BUDGET, SETTING PROPERTY TAX LEVIES AND TRANSMITTING THE APPROVED BUDGET TO THE MULTNOMAH COUNTY TAX SUPERVISING AND CONSERVATION COMMISSION

Date: April 18, 2011

Presented by: Tom Hughes
Council President

BACKGROUND

On April 7, 2011, Dan Cooper, the Acting Chief Operating Officer, presented FY 2011-12 Proposed Budget to the Metro Council sitting as Budget Committee.

During the month of April a series of public work sessions and public hearings on the budget were held. The Council discussed budget issues with senior management and staff and received testimony from interested members of the general public and Metro stakeholders. Amendments to the Proposed Budget were developed, discussed and deliberated by the Council. Those amendments approved by the Council are included in the Approved Budget.

The action taken by this resolution is the interim step between initial proposal of the budget and final adoption of the budget in June. Oregon Budget Law requires that Metro approve and transmit its budget to the Multnomah County Tax Supervising and Conservation Commission (TSCC). Members of the TSCC are appointed by the Governor to supervise local government budgeting and taxing activities in Multnomah County. The TSCC will hold a public hearing on Metro's budget scheduled for Thursday, June 9, 2011 at 12:30 p.m. in the Metro Council Chamber Annex. Following the meeting, the TSCC will provide a letter of certification for Metro's budget at which time the Council will formally adopt the final budget for FY 2011-12. The adoption of the budget is currently scheduled for Thursday, June 23, 2011.

Oregon Budget Law requires the Budget Committee of each local jurisdiction to set the property tax levies for the ensuing year at the time the budget is approved. Under budget law the Metro Council sits as the Budget Committee for this action. The tax levies must be summarized in the resolution that approves the budget and cannot be increased beyond this amount following approval.

ANALYSIS/INFORMATION

1. **Known Opposition** – None known at this time.
2. **Legal Antecedents** – The preparation, review and adoption of Metro's annual budget is subject to the requirements of Oregon Budget Law, ORS Chapter 294. Oregon Revised Statutes 294.635 requires that Metro prepare and submit its approved budget to the Multnomah County Tax Supervising and Conservation Commission by May 15, 2011. The Commission will conduct a hearing on June 9, 2011 for the purpose of receiving information from the public regarding the Council's approved budget. Following the hearing, the Commission will certify the budget to the Council for adoption and may provide recommendations to the Council regarding any aspect of the budget.

3. **Anticipated Effects** – Adoption of this resolution will set the maximum tax levies for FY 2011-12 and authorize the transmittal of the approved budget to the Multnomah County Tax Supervising and Conservation Commission.
4. **Budget Impacts** – The total amount of the proposed FY 2011-12 annual budget was \$389,360,702. Changes to the proposed budget were identified during the month of April. The Council voted on amendments prior to approval of the budget. All approved amendments will be incorporated into the approved budget prior to transmittal to the TSCC.

RECOMMENDED ACTION

The Council President recommends adoption of Resolution No. 11-4259 approving the FY 2011-12 budget and authorizing the Acting Chief Operating Officer to submit the approved budget to the Multnomah County Tax Supervising and Conservation Commission.

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Materials following this page were distributed at the meeting.

 **Metro** | *Agenda*

Meeting: Metro Council
Date: Thursday, April 28, 2011
Time: 2 p.m.
Place: Metro Council Chambers

REVISED

CALL TO ORDER AND ROLL CALL

1. INTRODUCTIONS

2. CITIZEN COMMUNICATIONS

3. WILLAMETTE PEDESTRIAN COALITION PRESENTATION

Stephanie Routh, WPC

4. REGIONAL FUNDING MODELS

David Fisher

5. CONSENT AGENDA

5.1 Consideration of the Council Minutes for April 21, 2011

5.2 **Resolution No. 11- 4254**, For the Purpose of Confirming the Appointment of a New Member and Re-Appointment of a Pre-existing Member to the Metro Audit Committee.

5.3 **Resolution No. 11-4255**, For the Purpose of Confirming the Reappointment of Ms. Cece Hughley Noel and Mr. David Davies to the North Portland Rehabilitation and Enhancement Committee (NPREC).

5.4 **Resolution No. 11-4258**, For the Purpose of Authorizing the Acting Chief Operating Officer to Purchase a Conservation Easement Over Property in the Willamette River Greenway Target Area Under the 2006 Natural Areas Bond Measure.

6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 11-1257A**, For the Purpose of Amending Metro Code Chapter 5.02 to Establish Solid Waste Disposal Charges and System Fees for FY 2011-12, to Modify Hazardous Waste Charges, and to Establish the Effective Date for the FY 2011-12 Solid Waste Excise Tax Rate.

Harrington

Public Hearing

6.2 **Ordinance No. 11-1253**, For the Purpose of Adopting the Annual Budget for Fiscal Year FY 2011-12, Making Appropriations, Levying Ad Valorem Taxes and Declaring an Emergency.

Hughes

Public Hearing

7. ORDINANCES – FIRST READING

7.1 **Ordinance No. 11-1259**, For the Purpose of Amending Metro Code 2.02.050, Charitable Solicitations.

Continued on back

8. RESOLUTIONS

8.1 **Resolution No. 11-4259**, Approving the FY 2011-12 Budget, Setting Property Tax Levies and Transmitting the Approved Budget to the Multnomah County Tax Supervising and Conservation Commission.

Hughes

9. CHIEF OPERATING OFFICER COMMUNICATION

10. COUNCILOR COMMUNICATION

ADJOURN

Television schedule for April 28, 2011 Metro Council meeting

<p>Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 2 p.m. Thursday, April 28(Live)</p>	<p>Portland Channel 11 – Portland Community Media <i>Web site:</i> www.pcmtv.org <i>Ph:</i> 503-288-1515 <i>Date:</i> 8:30 p.m. Sunday, May 1 <i>Date:</i> 2 p.m. Monday, May 2</p>
<p>Gresham Channel 30 - MCTV <i>Web site:</i> www.metroeast.org <i>Ph:</i> 503-491-7636 <i>Date:</i> 2 p.m. Monday, May 2</p>	<p>Washington County Channel 30– TVC TV <i>Web site:</i> www.tvctv.org <i>Ph:</i> 503-629-8534 <i>Date:</i> 11 p.m. Saturday, April 30 <i>Date:</i> 11 p.m. Sunday, May 1 <i>Date:</i> 6 a.m. Tuesday, May 3 <i>Date:</i> 4 p.m. Wednesday, May 4</p>
<p>Oregon City, Gladstone Channel 28 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>	<p>West Linn Channel 30 – Willamette Falls Television <i>Web site:</i> http://www.wftvmedia.org/ <i>Ph:</i> 503-650-0275 Call or visit web site for program times.</p>

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

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



METRO COUNCIL MEETING

Meeting Summary

April 21, 2011

Metro Council Chambers

Councilors Present: Council President Tom Hughes and Councilors Carl Hosticka, Barbara Roberts, Rex Burkholder, Kathryn Harrington, Carlotta Collette, and Shirley Craddick

Councilors Excused: None

Council President Tom Hughes convened the regular Council meeting at 2:03 p.m. He announced that a second read of Ordinance No. 11-1257 was added to the agenda.

1. INTRODUCTIONS

There were none.

2. CITIZEN COMMUNICATIONS

Ron Swaren, 1543 SE Umatilla St.: Mr. Swaren addressed the Council on the Columbia River Crossing project; he highlighted potential funding obstacles. He expressed support for an alternative west side route from Washington County, Oregon to Clark County, Washington citing increased growth to the region's west side as reasoning. Mr. Swaren expressed support for a 4-lane parkway alternative with bike and transit access.

3. CONSIDERATION OF THE COUNCIL MINUTES FOR APRIL 14, 2011

Motion:	Councilor Kathryn Harrington moved to approve the April 14, 2011 Council summary.
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Vote:	Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, Craddick, and Burkholder voted in support of the motion. The vote was 7 aye, the motion <u>passed</u> .
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4. RESOLUTIONS

4.1 **Resolution No. 11-4235**, For the Purpose of Amending the Fiscal Year 2010-11 Unified Planning Work Program.

Motion:	Councilor Barbara Roberts moved to approve Resolution No. 11-4235.
Second:	Councilor Harrington seconded the motion.

Councilor Roberts introduced Resolution No. 11-4235, which if adopted would amend the current FY 2010-11 Unified Planning Work Program (UPWP) to add three new projects and modify the project development language of the Metropolitan Transportation Improvement Program (MTIP)

narrative. The three project additions are: (1) a Council Creek Trail project; (2) a project to develop multimodal arterial performance measures system consistent with the region's adopted Transportation System Management and Operations plan; and (3) Washington County's Aloha-Reedville Study and Livability Community Plan project.

The Joint Policy Advisory Committee on Transportation (JPACT) unanimously approved this resolution at their April 14 meeting.

Vote:

Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, Craddick, and Burkholder voted in support of the motion. The vote was 7 aye, the motion <u>passed</u> .
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4.2 **Resolution No. 11-4236**, For the Purpose of Certifying that the Portland Metropolitan Area is in Compliance with Federal Transportation Planning Requirements and Adopting the Fiscal Year 2011-12 Unified Planning Work Program.

Motion:	Councilor Roberts moved to approve Resolution No. 11-4236.
Second:	Councilor Carlotta Collette seconded the motion.

Councilor Roberts introduced Resolution No. 11-4236, which if approved would adopt FY 2011-12 UPWP and certify that Metro is in compliance with federal transportation planning requirements. The UPWP is tied to the same fiscal year as the Metro budget. Once the Council has finalized and adopted the budget in June, the UPWP will be updated to be consistent with the budget. Council action on this resolution would approve the current work scopes and general budget subject to a consistency check with the budget in June.

JPACT unanimously adopted Resolution No. 11-4236 at their April 14 meeting.

Vote:

Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, Craddick, and Burkholder voted in support of the motion. The vote was 7 aye, the motion <u>passed</u> .
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4.3 **Resolution No. 11-4251**, For the Purpose of Amending the FY 2010-11 Through FY 2014-15 Capital Improvement Plan by Adding or Adjusting Four Capital Improvement Plan Projects.

Motion:	Councilor Harrington moved to approve Resolution No. 11-4251.
Second:	Councilor Collette seconded the motion.

Councilor Harrington introduced Resolution No. 11-4251. Metro's adopted financial policies require any project exceeding \$100,000 to receive Council approval. The resolution, if adopted, would approve the addition or adjustment of four projects to the FY 2010 - 11 through FY 2014 - 15 Capital Improvement Plan: (1) replacement of 84 Metro Regional Center variable air volume controllers; (2) renovations to the Oregon Convention Center coffee retail store; (3) replacement of the Keller Auditorium's boiler; and (4) construction of a new, more powerful, natural areas information system.

Vote: Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, Craddick, and Burkholder voted in support of the motion. The vote was 7 aye, the motion passed.

5. ORDINANCES - SECOND READING

5.1 **Ordinance No. 11-1253**, For the Purpose of Adopting the Annual Budget for Fiscal Year 2011-12, Making Appropriations, Levying Ad Valorem Taxes and Declaring an Emergency.

Council President Hughes opened a public hearing on Ordinance No. 11-1253. Seeing no citizens who wished testify, the public hearing was closed. Additional readings of Ordinance No. 11-1253 are scheduled for April 28 and June 16. Final read, public hearing, and Council consideration and vote are scheduled for June 23, 2011.

5.2 **Ordinance No. 11-1257**, For the Purpose of Amending Metro Code Chapter 5.02 to Establish Solid Waste Disposal Charges and System Fees for FY2011-12, and to Establish the Effective Date for the FY 2011-12 Solid Waste Excise Tax Rate.

Councilor Harrington distributed proposed draft legislation titled Ordinance No. 11-1257A. (Handout included as part of the meeting record.)

Motion:	Councilor Harrington moved to substitute Ordinance No. 11-1257A for the FY 2011-12 rate ordinance, Ordinance No. 11-1257, which was first read on April 7, 2011.
Second:	Councilor Roberts seconded the motion.

Councilor Harrington introduced Ordinance No. 11-1257A. The substitute ordinance includes language authorizing an additional \$5 fee for the acceptance all hazardous waste received at Metro's permanent transfer stations. Inclusion of this fee emphasizes that the use and disposal service of toxic and household hazardous material is not free and will help defray the cost of the hazardous waste program. Additionally, it was noted, that this fee should not affect the environmental impact of the program, as Metro studies have shown that the \$5 price point will not dissuade customers from using the service.

Approval of Ordinance No. 11-1257A would authorize the \$5 charge for hazardous household waste, implement the solid waste rates presented to the Council on April 7, and update the Metro Code to align with the state paint stewardship system.

Vote: Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, Craddick, and Burkholder voted in support of the motion. The vote was 7 aye, the motion passed.

Council President Hughes opened a public hearing on the Ordinance 11-1257A. Seeing no citizens who wished to testify the public hearing was closed. Second read, public hearing, and Council consideration and vote of Ordinance No. 11-1257A are scheduled for April 28.

5.3 **Ordinance No. 11-1256**, For the Purpose of Amending Metro Code Chapter 2.04 in Order to Strengthen Metro's Contract Policies.

Motion:	Councilor Shirley Craddick moved to approve Ordinance No. 11-1256.
Second:	Councilor Roberts seconded the motion.

Councilor Craddick introduced Ordinance No. 11-1256. Metro Code, Chapter 2.04 establishes the agency's policies for purchasing and contracting. Over the past year, the Council has approved a series of changes to the Contracting Code that has strengthen Metro's sustainable procurement policies and contract opportunities for minority, women and small emerging businesses. Ordinance No. 11-1256 offers the next step in Contracting Code changes through revisions to four areas: (1) bonding, (2) special procurements, (3) contract amendments, and (4) contract appeals. The changes provide benefits to local businesses, decreased costs, and increase efficiency in the contracting process, and align Metro's contracting practices with other agencies.

Vote:

Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, Craddick, and Burkholder voted in support of the motion. The vote was 7 aye, the motion <u>passed</u> .
--

5.4 **Ordinance No. 11-1255**, For the Purpose of Revising the "Urban Growth Boundary and Urban and Rural Reserves Map" in Title 14 (Urban Growth Boundary) of the Urban Growth Management Functional Plan.

Council President Hughes passed the gavel to Deputy Council President Carl Hosticka to officiate the meeting while he carried the ordinance.

Motion:	Council President Hughes moved to approve Ordinance No. 11-1255.
Second:	Councilor Harrington seconded the motion.

Council President Hughes, with assistance from Tim O'Brien of Metro, introduced Ordinance No. 11-1255. On March 15, 2011 the Washington County Board of Commissioners and Metro Council, during a joint meeting and public hearing, adopted a revised intergovernmental agreement on the urban and rural reserves in Washington County. The revised map is included as Ordinance No. 11-1255, Exhibit A.

Metro and the three counties, Clackamas, Multnomah and Washington, are required to adopt the same overall findings for the urban and rural reserves designations in the region. On April 21 the Clackamas County Board of Commissioners adopted the findings of fact; Washington County and Multnomah County Board of Commissioners are anticipated to consider and adopt the findings on April 26 and April 28 respectively.

Approval of Ordinance No. 11-1255, would adopt the Washington County urban and rural reserves designation and overall regional findings.

Council President Hughes opened a public hearing on Ordinance No. 11-1255:

- Michelle Newell, Office Wendie L. Kellington, Attorney at Law: Ms. Newell submitted written testimony on behalf of Ms. Wendie Kellington's clients Steven and Kelli Bobosky. The

submittal stated objections to the rural reserves designation to the Bobosky's property located at 21393 NW West Union Road, and was designed to show that the property should be left undesignated reserves or designated urban reserves. (Written testimony included as part of the meeting record.)

- Miki Barnes, 48180 NW Dingheiser Rd.: Ms. Barnes was strongly opposed to Area 8D and encouraged the Council to designate the area as rural reserves. She recommended that land within the existing urban growth boundary be used for future industrial purposes instead of designating forestland as urban reserve. She recommended that acreage from the Hillsboro airport be set aside for future industrial development. (Written testimony included as part of the meeting record.)
- Robert Bailey, Save Helvetia: Mr. Bailey was opposed to Area 8B located north of Highway 26 and west of NW Helvetia Road. He stated that the Oregon Department of Transportation (ODOT) has confirmed that the entire area of 8B is not required for the proposed Helvetia Interchange project. Mr. Bailey also discussed concerns with increased costs to taxpayers, fact-based objections submitted to the Land Conservation and Development Commission (LCDC), and timely material distribution. (Written testimony included as part of the meeting record.)
- Cherry Amabisca, Save Helvetia: Ms. Amabisca opposed Area 8D as urban reserves. She stated that there is no need to designate the area north of the Sunset Highway as urban reserves and that doing so would take away from Helvetia's vibrant agriculture industry. She also spoke to the proposal's violations regarding buffers. (Written testimony included as part of the meeting record.)
- Cherry Amabisca, Washington County Farm Bureau: Ms. Amabisca referenced the Washington County Farm Bureau's submittal regarding real life examples of conflicts the Bureau has and continue to experience as they farm in and outside of urban areas. The Bureau emphasized the importance of good buffers and stated that their goal is to limit the urban and rural conflicts that farmers experience regularly through having optimum natural buffers that ensure that farmers: (1) minimize and limit urban/rural conflicts; (2) protect the quality of life on the urban side; (3) save taxpayer dollars in enforcement and resolution of conflicts. (Written testimony included as part of the meeting record.)
- Mary Kyle McCurdy, 1000 Friends of Oregon: Ms. McCurdy stated that the current proposal failed to meet the explicit requirements of the LCDC. She outlined two viable options for moving forward: (1) follow directive of LCDC and remove lands north of Council Creek from urban reserves and re-designate the lands as rural reserves, north of Cornelius and Forest Grove; or (2) follow the directive of the state agency letter to designate rural reserves north of Council Creek and use Waibel as a boundary. She cited concerns with the areas north of Council Creek in Cornelius and Forest Grove. (Written testimony included as part of the meeting record.)

Council discussion included the referenced state agency letters, agencies' current leadership, and the legal status of the letters.

- Carol Chesarek, 13300 NW Germantown Rd.: Ms. Chesarek opposed the proposed changes to areas A and D and stated that the areas north of Highway 26 and Council Creek at Forest Grove should remain undesignated. She was concerned that this decision would put the reserves – in all three counties – at risk. Ms. Chesarek encouraged the Council to ensure that

if LCDC remands the current proposal that Metro continue to work and engage with Washington County. (Written testimony included as part of the meeting record.)

Council committed to the making the reserves process successful and committed to working forward if LCDC does remand the current proposal.

- Amy Scheckla Cox, City of Cornelius Planning Commission: Ms. Scheckla-Cox stated that the City of Cornelius is the only city in Washington County and the metro area that is being denied urban reserve land suitable for industry. She supported the Farmland Compromise map which proposed that the urban reserve acreage north of Sunset Highway in Helvetia be moved to north of Cornelius. She cited soil classes, current city boundaries, and existing and proposed amenities such as transit and sidewalks, as reasoning. (Written testimony included as part of the meeting record.)
- Linda Peters, Save Helvetia: Ms. Peters requested that her testimony be associated with the Save Helvetia, Washington County Farm Bureau, and 1000 Friends of Oregon testimonies. She was concerned that LCDC staff had not completed the Commission's order. Ms. Peters stated that she had had issues scheduling time with the Metro Council and county board members. She emphasized that Metro has oversight responsibility over land use planning and that it is not too late to make a decision. (Written testimony included as part of the meeting record.)

Council discussion included the legal standing before LCDC and testifier responsibilities.

- Greg Mecklem, 12995 NW Bishop Rd.: Mr. Mecklem addressed the Council on protecting the Washington County's remaining class 1 soils. His testimony included information on the different soil types and capability classes, locations of concentrated class 1 soils, the Sunset-Helvetia class 1 soil district, Areas 8B and 8D, and undesignated areas around North Plains. He stated that the Helvetia-Sunset class 1 soil district contains over 54 percent of the remaining class 1 solid in Washington County and that much of the land is slated for development under urban reserves or remains unprotected. He supported designating the area rural reserves. (Written testimony included as part of the meeting record.)

The Council received three written submittals from Ms. Steve Pfeiffer, Ms. Melissa Jacobsen, and Ms. Ethel Duyck. All written comments have been included in the meeting and reserves records.

Seeing no additional citizens who wished to testify, the public hearing was closed.

Council discussion included public input and community involvement, partnerships, diverse stakeholder input, and state reserves legislation. Councilors emphasized the need for compromise in the process in order to reach an agreement and the difference between the reserves and urban growth boundary decisions. Council thanked Councilor Harrington for her leadership on the reserves process.

Council noted an error to the Exhibit B, Findings of Facts, regarding the percentage reduction of acreage of urban reserves in Washington County between the original and currently proposed maps. There has been a 60 percent, not 40 percent as written, reduction.

Councilor Craddick supported the overall reserves process and the land decisions in Clackamas and Multnomah Counties. She did not support the Washington County reserves, citing lack of support for the amount of identified farmland and designating urban reserves north of Highway 26 as reasoning.

Vote:

Council President Hughes and Councilors Hosticka, Roberts, Harrington, Collette, and Burkholder voted in support of the motion. Councilor Craddick voted against the motion. The vote was 6 aye, 1 nay, the motion passed.

6. CHIEF OPERATING OFFICER COMMUNICATION

Mr. Dan Cooper of Metro provided an update on upcoming Metro and Metro venue activities including Bunny Bonanza, Rabbit Romp, and the Spring Beer and Wine Festival.

7. COUNCILOR COMMUNICATION

Council discussion included the recent Diversity Summit 2011 event, conservation education task force, the Metro Council redistricting process and reapportionment, London School of Economics' *Economics of Green Cities* proposal, and visiting delegations.

6. ADJOURN

There being no further business, Council President Hughes adjourned the regular meeting at 4:02 p.m. The Metro Council will reconvene the next regular council meeting on Thursday, April 28 at 2 p.m. in the Metro Council Chambers.

Prepared by,



Kelsey Newell
Regional Engagement Coordinator

ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF APRIL 21, 2011

Item	Topic	Doc. Date	Document Description	Doc. Number
	Agenda	4/21/11	Revised Council Agenda	42111c-01
3.0	Minutes	4/14/11	Council minutes for April 14, 2011	42111c-02
5.2	Legislation	N/A	Ordinance No. 11-1257 and attachments	42111c-03
5.2	Legislation	4/21/11	Ordinance No. 11-1257A and attachments	42111c-04
5.5	Memo	4/21/11	Additional information for the record for Ordinance No. 11-1255	42111c-05
5.5	Map	N/A	Ordinance No. 11-1255, Exhibit A, <i>Title 14: Urban Growth Boundary</i>	42111c-06
5.5	Exhibit	N/A	Ordinance No. 11-1255, Exhibit B	42111c-07
5.5	Testimony	4/21/11	Written testimony submitted by Wendie L. Kellington	42111c-08
5.5	Testimony	4/21/11	Written testimony submitted by Miki Barnes	42111c-09
5.5	Testimony	4/21/11	Written testimony submitted by Robert Bailey	42111c-10
5.5	Testimony	4/21/11	Written testimony submitted by Cherry Amabisca	42111c-11
5.5	Testimony	4/21/11	Written testimony submitted by Washington County Farm Bureau	42111c-12
5.5	Testimony	4/21/11	Written testimony submitted by Mary Kyle McCurdy	42111c-13
5.5	Testimony	4/21/11	Written testimony submitted by Carol Chesarek	42111c-14

5.5	Testimony	4/21/11	Written testimony submitted by Amy Scheckla-Cox	42111c-15
5.5	Testimony	4/21/11	Written testimony submitted by Linda Peters	42111c-16
5.5	Testimony	4/21/11	Written testimony submitted by Mecklem	42111c-17
5.5	Testimony	4/21/11	Written testimony submitted by Steve Pfeiffer	42111c-18
5.5	Testimony	4/21/11	Written testimony submitted by Melissa Jacobsen	42111c-19
5.5	Testimony	4/21/11	Written testimony submitted by Ethel Duyck	42111c-20
8.0	Report	2/2011	<i>The Economics of Green Cities</i> report	42111c-21



Willamette Pedestrian Coalition

Getting Around on Foot **Action Plan**



Willamette Pedestrian Coalition www.wpcwalks.org



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Getting Around on Foot **Action Plan**

Purpose:

Strategic network that allows people to move in their communities and access transit to other areas.

Actions outlined in this plan can be accomplished with vision and the will to make them happen.

Willamette Pedestrian Coalition www.wpcwalks.org



Getting Around on Foot **Action Plan**



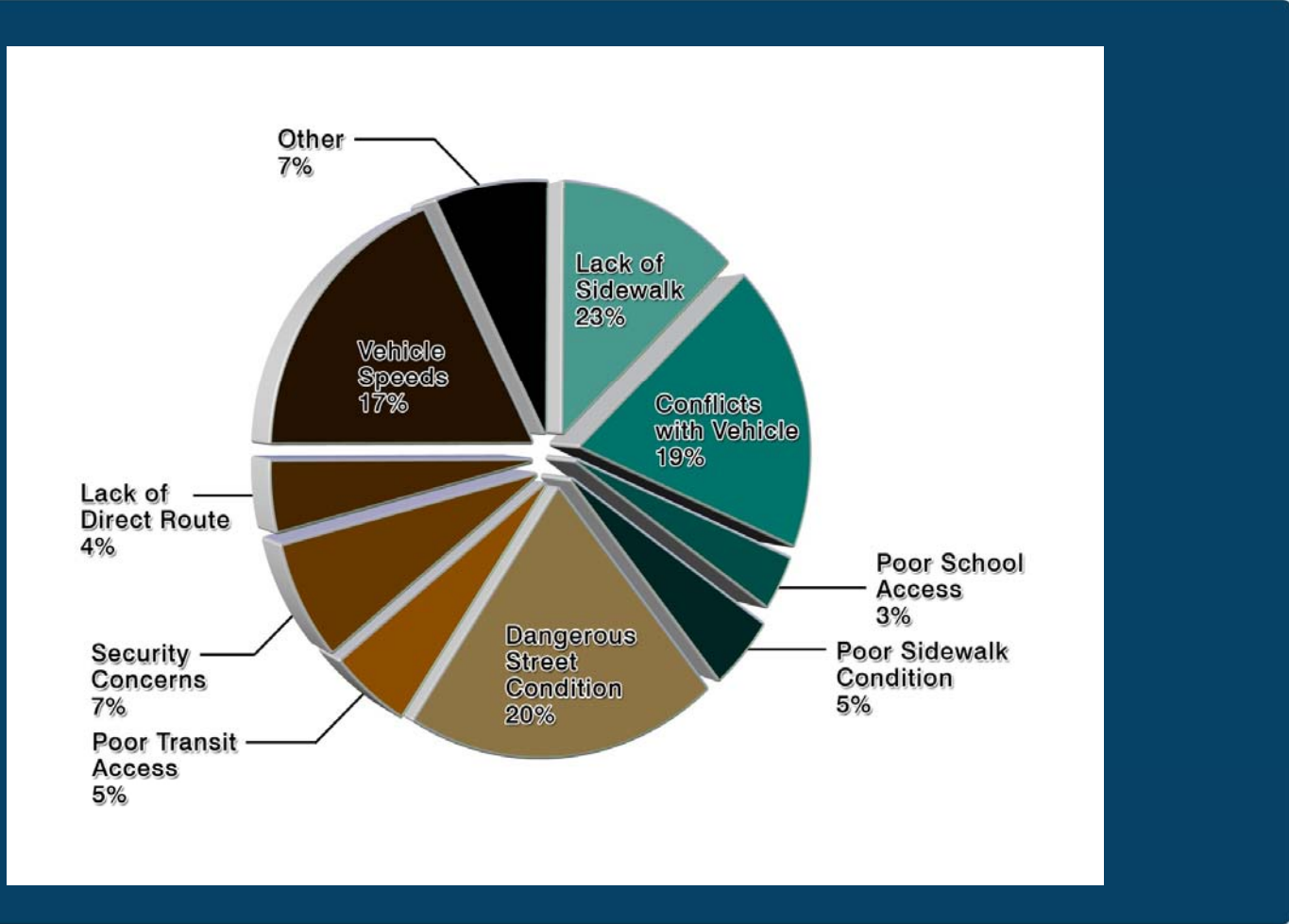
STUDY METHODS

- Resident surveys
- Jurisdiction interviews
- Neighborhood case studies
- Transportation System Plan (TSP) reviews

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Resident Surveys





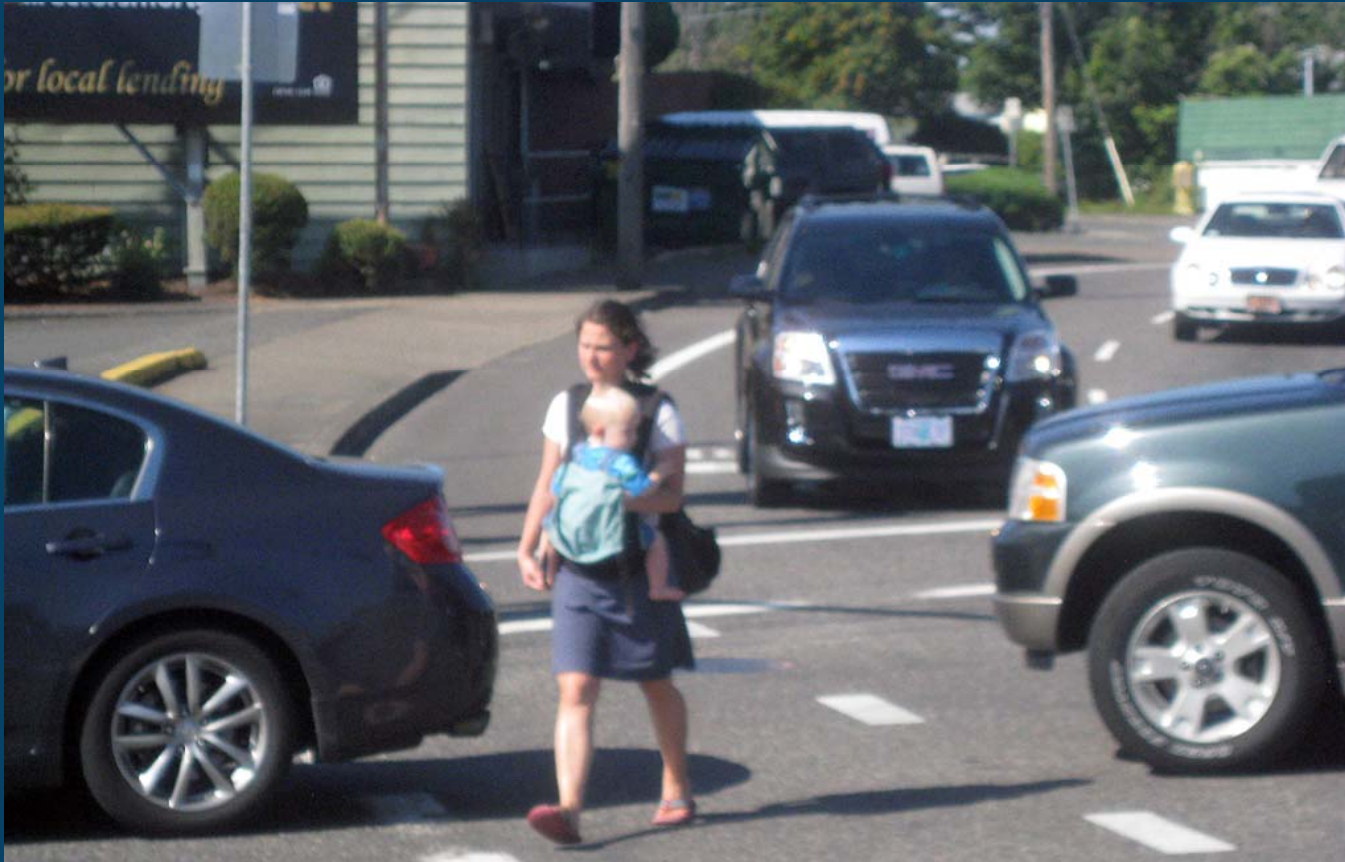
Twelve Key Findings



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Providing Safe Crossings



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Closing Sidewalk Gaps



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Recognizing Equity



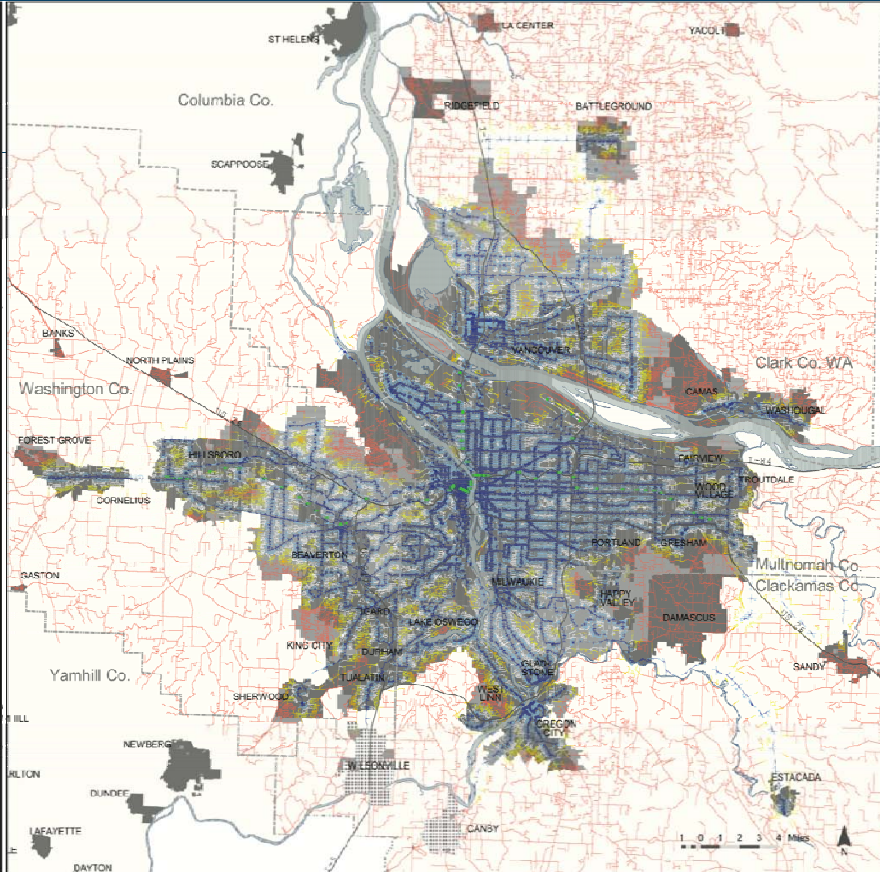
Transit Access: Walking Distance to Nearest Transit Stop

Portland-Vancouver
Metro Area

- MAX
- Street distance (miles):
 - <500 ft
 - 500 ft to 1/4
 - 1/4 to 1/2
 - 1/2 to 3/4
 - 3/4 to 1
 - >1
 - No Data
- UGB/A mean = 2.5601 (~1/2 mile)

Transit stops aggregated to single point location where more than one stop falls within a one-quarter mile radius (900 ft). Areas in black on Inter & C-Tran lines are not walkable. Tables based on data furnished by TDM & not onto accessible as of April 2004. Street network as of December 2004. C-Tran service areas as of January 2004. Street network excludes freeways. Other Metro BUS 2004, CBRI 2004.

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PORTLAND STATE UNIVERSITY
Population Research Center



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Designing for All Abilities



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Planning at a Human Scale



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Calming Traffic



Willamette Pedestrian Coalition www.wpcwalks.org



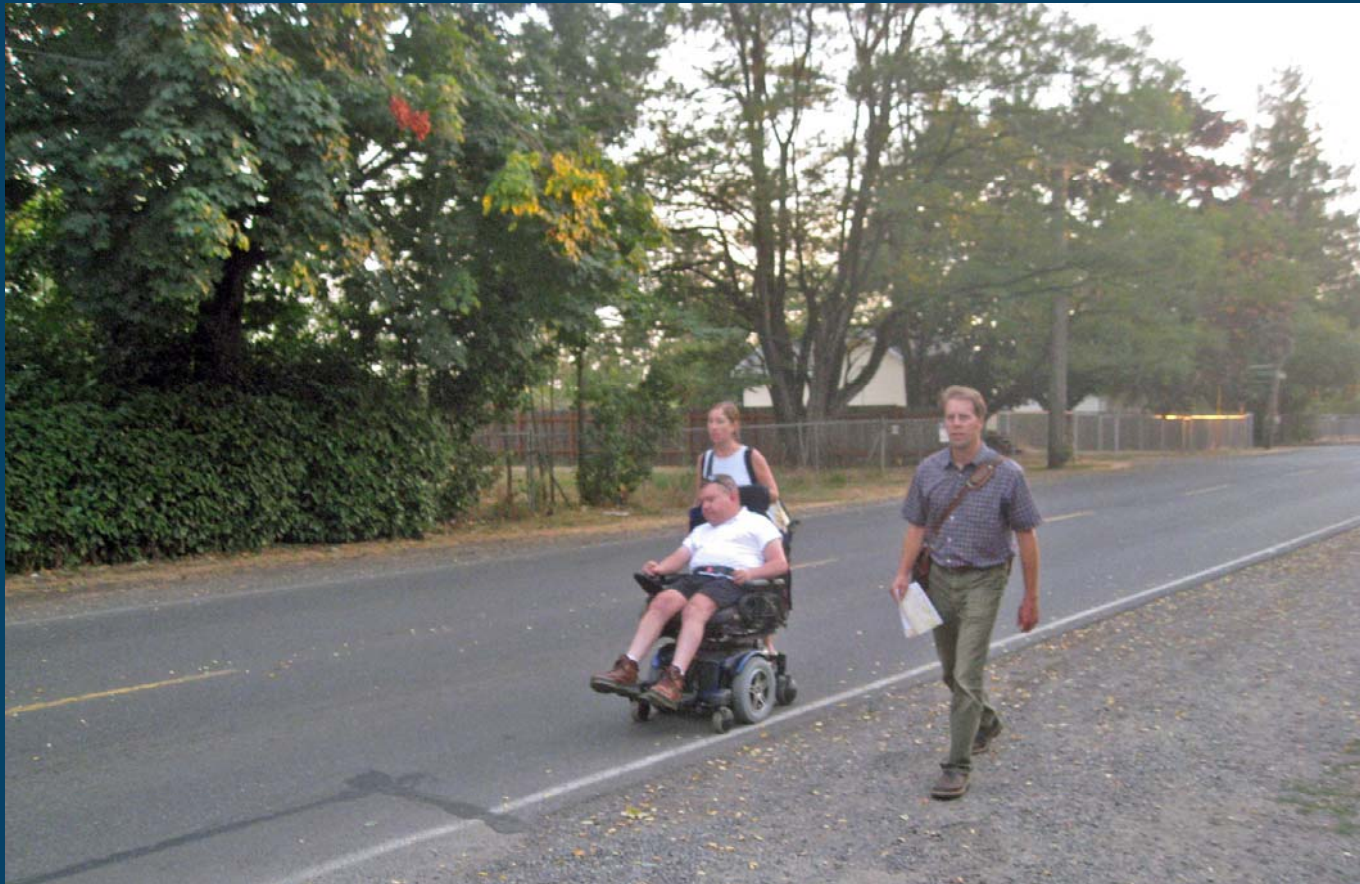
Combining Transit with Walking



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Walking the Talk: Infrastructure Priorities



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Urban Design: Street Connectivity



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Urban Design: Trail Connectivity



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Engaging Communities



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Funding It



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Creating Partnerships



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Action

1. Incorporate Key Findings in plans and walking needs early in projects
2. Include an evaluation component for walking and cycling in all projects
3. Fund walking and cycling
4. Form and staff Bike and Pedestrian Advisory Committees

Willamette Pedestrian Coalition www.wpcwalks.org



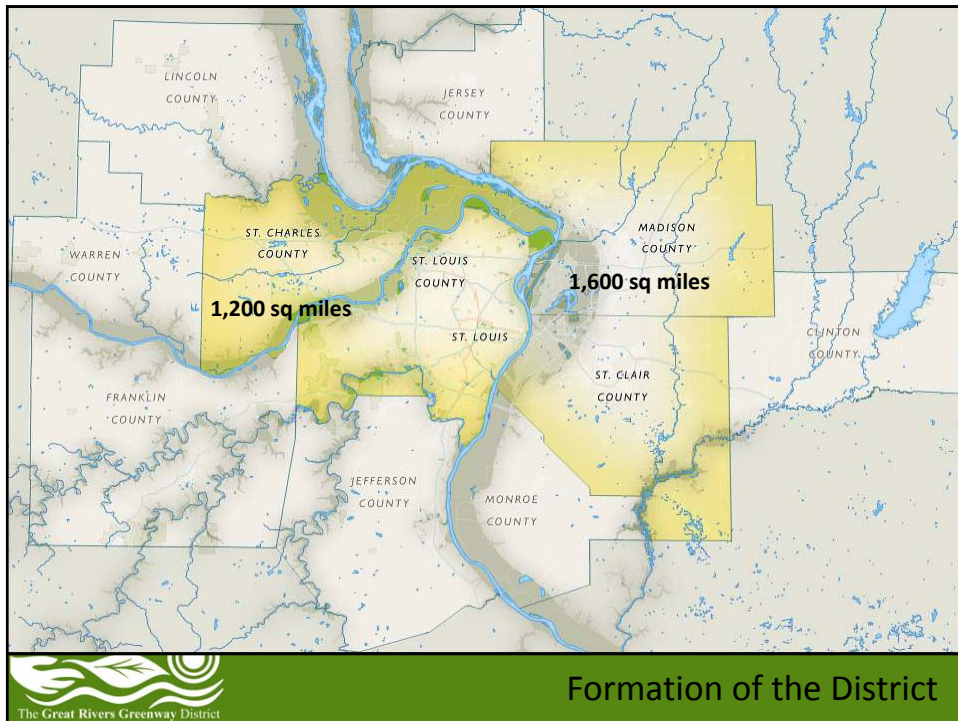
Thank You

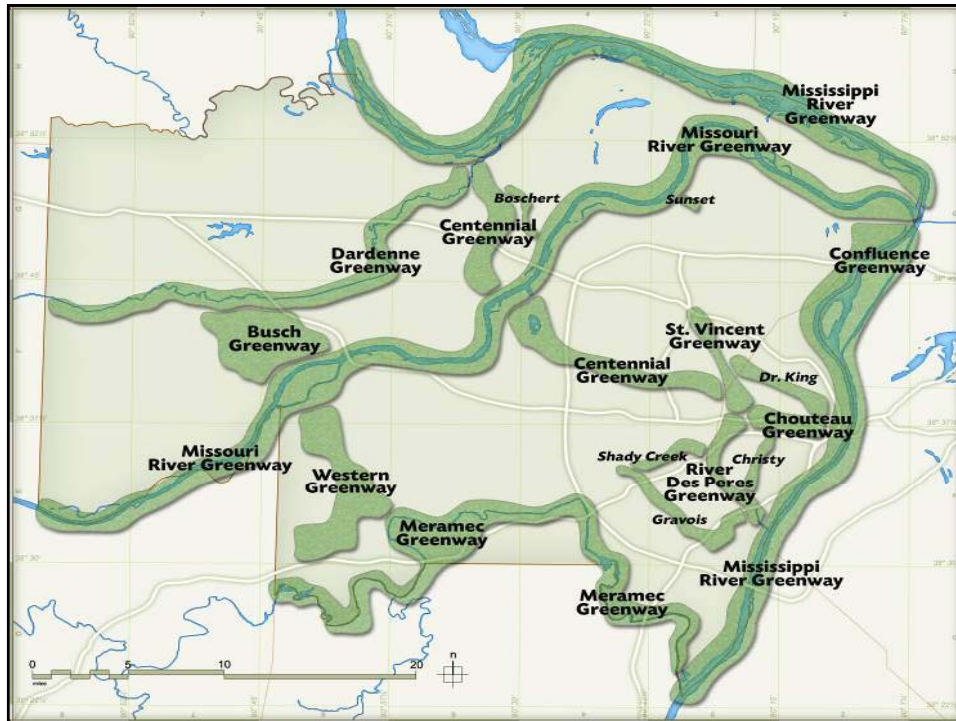


Thank You!

Willamette Pedestrian Coalition www.wpcwalks.org

Metro Council





A Greenway is -

- More than a trail,
- A linear park...
- A place to walk...
- A place to play...
- A place to exercise...
- A way to commute...
- A place to learn...
- A place to think...
- A place find nature...
- A destination...



Greenways connect...parks, schools, neighborhoods
Greenways reveal...history, nature, culture, community



What is a Greenway...

What worry about sustainable infrastructure?

Social Benefits:

Creates a place for people to gather outside of their homes

Environmental Benefits:

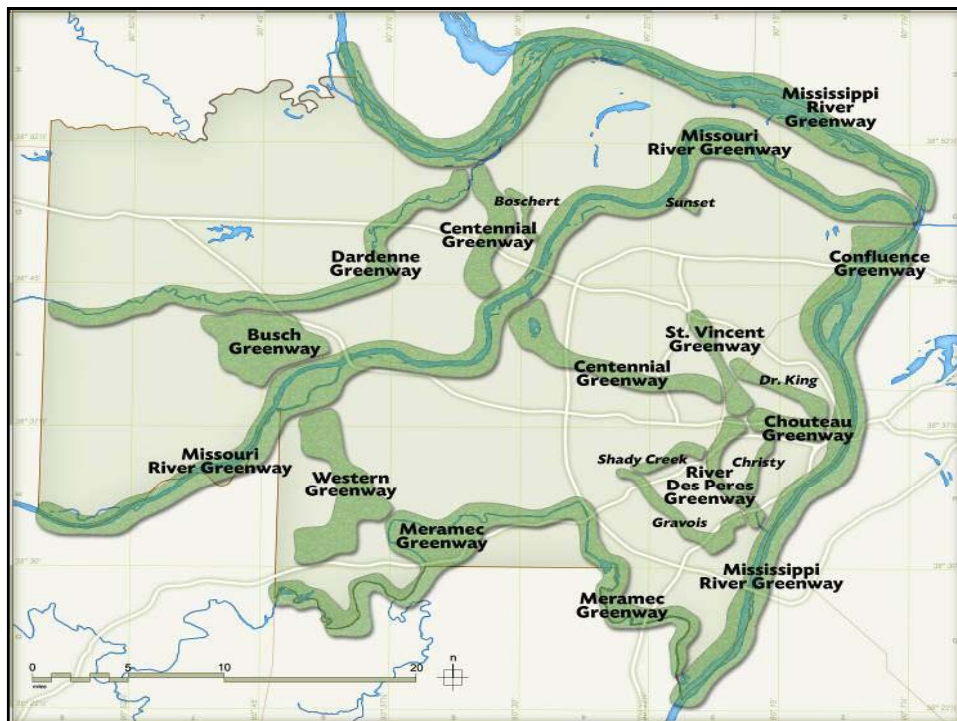
Creates a connection with and interest in with the local ecosystem

Economic Benefits:

Creates a community young people want to live and companies want to locate



Greenway Benefits



Regional System of Greenways If You Can Make It in St. Louis, You Can Make It Anywhere

BY W. SCOTT GREENBERGER,
VIRGINIA POLYTECHNIC
INSTITUTE

Now the research for this article was approved by the Missouri Foundation under their Building Resilient Regions Project.

Since the 1980s, urban areas of the country have moved to metropolitan in the face of rural in park development. Usually designed along streams or abandoned rail lines, linear parks, greenways connect to the rural around the same working recreation with a history and own identity along. From the proposed Chicago Regional Park in the Chicago-Midland area to Texas's Chain of Lakes Greenway in San Antonio's outgrowth, linear parks, greenways are increasingly seen as the model for many of the country's parks and greenways.

development. About half of all new golf courses are part of a local green development. The preferred layout is the "single layout, or single line," one layout in which an existing road is used for the way and each new layout is a new extension to the clubhouse. This involves the number of holes directly related to the course.

The use of regional greenways is also a response to changing recreation patterns. More people are enjoying more flexible recreation, jogging, cycling, fishing, and more country living. The influence of technology has led to more recreation, such as it is, to more nature trails. According to Greenways, possibly to find them, the most of a greenway effect on land values that priority to parks with large public facilities and following issues.

The American Society of Government in the U.S. and Canada cities, urban areas in France, and other cities primarily generate income by environmental, or rural areas by increasing the economic activity and other. Support also that greenways have a land value and development. "Historically, since the time of Francis I, the French king, the 'greenway principle' has been well known property located in proximity to parks. They had a market value, and the 'greenway' property tax revenues are high pay for the property tax revenues."

According to the study, urban greenways have a high advantage over traditional parks. As linear parks, greenways are more flexible, or better, than traditional parks. Cities, counties, and other municipalities are more likely to observe the benefits of greenways than traditional parks. Greenways are more likely to be considered as a public utility. The study also has long-term benefits. The study also has long-term benefits. The study also has long-term benefits.

Greenways are also found in other regional economic development. However, because of economic and high-tech workers, look out for high-tech jobs. The presence of central business may be more important than the fact that greenways are not a priority. In the case of the Greenway Club, Richard Florida argues that greenways are high-tech workers. The study, however, greenways are more likely to be observed in rural areas than in urban areas. They require parks to be close to home, or in the state.

Greenways are also found in the environment. By increasing the use of greenways, they improve water quality. In urban areas, greenways are more likely to be observed in the state. Greenways can connect rural areas from a highway. By reducing runoff, greenways can reduce flooding and can cause less erosion near management. By providing some recreation, greenways can also help to reduce erosion.

THE END

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Project No. 035548

LEGAL DESCRIPTION

The purpose of this legal description is to describe a portion of Tax Lot 100 as shown on Tax Map 1S 1E 27 PORTLAND, Tax Lot 200 as shown on Tax Map 1S 1E 27DA PORTLAND and Tax Lot 200 as shown on Tax Map 1S 1E 22 PORTLAND, lying in the Southeast quarter of Section 22, the Southwest Quarter of Section 26, and in Section 27, Township 1 South, Range 1 East, Willamette Meridian, City of Portland, Multnomah County, State of Oregon, also being a portion of that land described in Deed Book 68, Page 93, recorded June 29, 1883, in Multnomah County, State of Oregon; being more particularly described as follows:

Commencing at a found monument at the Southwest Corner of Section 22, Township 1 South, Range 1 East, Willamette Meridian; thence along the South line of said Section 22, South 88° 28' 53" East 284.76 feet to the Southeast corner of Plot 1 of "Carson Heights", recorded in Book 151, Page 55, Multnomah County; thence continuing along said Section line South 88° 28' 53" East 1591.94 feet to the West line of the Hector B. Campbell DLC 44, as described in Deed Book 68, Page 93, recorded June 29, 1883, Multnomah County; thence along said DLC line, South 03° 12' 31" West 1578.53 feet to the North Right-of-Way line of S.W. Palatine Hill Road; thence running on said Right-of-Way line South 86° 47' 29" East 25.00 feet; thence South 03° 12' 31" West 329.06 feet to **THE TRUE POINT OF BEGINNING** of the tract to be described; thence departing said Right-of-way line, South 86° 46' 36" East 285.41 feet to a point; thence North 20° 39' 07" East 301.05 feet to a point; thence North 58° 10' 01" East 399.46 feet to a point; thence North 77° 56' 52" East 332.14 feet to a point; thence North 45° 25' 25" East 197.29 feet to a point; thence North 72° 46' 22" West 90.27 feet to a point; thence South 87° 41' 15" West 142.09 feet to a point; thence South 50° 01' 31" West 173.35 feet to a point; thence North 65° 32' 36" West 66.03 feet to a point; thence North 07° 01' 39" East 45.74 feet to a point; thence North 45° 32' 58" East 395.12 feet to a point; thence North 43° 35' 25" East 436.16 feet to a point; thence North 13° 24' 33" West 159.65 feet to a point; thence North 15° 13' 12" East 197.44 feet to a point; thence North 07° 44' 06" West 461.05 feet to a point; thence North 51° 36' 19" East 344.77 feet to a point on the Westerly Right-of-Way of S.W. Macadam Avenue (Road 680); thence along said Westerly Right-of-Way the following seven courses; South 11° 13' 23" East 121.27 feet to a point of curvature; thence on the arc of a 1949.86 foot radius curve, to the left, through a central angle of 15° 38' 30" (the long chord bears South 20° 29' 14" East 530.66 feet) and arc length of 532.31 feet to a point; thence South 30° 18' 10" East 202.07 feet to a point; thence South 31° 18' 29" East 2009.71 feet to a point; thence South 31° 28' 30" East 100.35

feet to a point of curvature; thence on the arc of a 5769.58 foot radius curve, to the left, through a central angle of 02° 32' 21" (the long chord bears South 33° 04' 39" East 255.68 feet) and arc length of 255.70 feet to a point of reverse curvature; thence on the arc of a 5689.58 foot radius curve, to the right, through a central angle of 02° 50' 16" (the long chord bears South 33° 25' 42" East 281.76 feet) an arc length of 281.79 feet to the Northeasterly corner of that tract of land described in Book 2171, Page 114, recorded June 15, 1963, Multnomah County Deed Records; thence departing said Westerly Right-of-Way and running along the Northerly line of said deed, South 58° 31' 32" West 50.00 feet to the Northwest corner of said Deed; thence along the Westerly line of said deed, South 31° 28' 28" East 80.00 feet to the southwest corner of said deed; thence North 58° 31' 32" East 50.25 feet to said Westerly Right-of-Way of S.W. Macadam Avenue ; thence along said Westerly Right-of-Way the following four courses; thence along the chord of a spiral curve, South 31° 20' 04" East 39.66 feet; thence South 31° 18' 29" East 51.63 feet; thence along the chord of a spiral curve, South 30° 58' 33" East 99.30 feet to a point of curvature; thence on the arc of a 2824.81 foot radius curve, to the right, through a central angle of 00° 57' 57" (the long chord bears South 29° 49' 29" East 47.62 feet) and arc length of 47.62 feet to a point; thence leaving said Right-of-Way South 52° 40' 06" West, 307.13 feet to an angle point on the North line of the tract recorded in Book 388, Page 413, of the Multnomah County Deed Records; thence continuing along said North line and its Westerly extension also being on the North line of that property conveyed to Lewis and Clark College in Book 691, Page 572 Multnomah County deed records, South 89° 48' 36" West 3248.48 feet to a point on the North Right-of-Way of S.W. Palatine Road; thence along said Northerly Right-of-Way, North 40° 01' 50" West 43.33 feet; thence continuing on said Right-of-Way line, North 03° 12' 31" East 1204.92 feet to **THE TRUE POINT OF BEGINNING.**

Area = 6,325,941 square feet or 145.223 acres more or less.



BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF AMENDING METRO) ORDINANCE NO. 11-1257A
CODE CHAPTER 5.02 TO ESTABLISH SOLID)
WASTE DISPOSAL CHARGES AND SYSTEM) Introduced by Acting Chief
FEES FOR FY 2011-12, TO MODIFY) Operating Officer Daniel B. Cooper
HAZARDOUS WASTE CHARGES, AND TO) with the concurrence of Council
ESTABLISH THE EFFECTIVE DATE FOR THE FY) President Tom Hughes
2011-12 SOLID WASTE EXCISE TAX RATE.)

WHEREAS, Metro Code Chapter 5.02 establishes charges for disposal of solid and hazardous waste at Metro South and Metro Central transfer stations; and,

WHEREAS, Metro Code Chapter 5.02 establishes fees assessed on solid waste generated within the District or delivered to solid waste facilities regulated by or contracting with Metro; and,

WHEREAS, Metro's costs for solid waste services and programs have changed; and,

WHEREAS, Most residential customers using Metro's hazardous waste services pay no direct fees for this service; and

WHEREAS, A modest charge to residential customers will signal that the hazardous waste service is not without cost and will not significantly impact usage of Metro's program by residential customers; and,

WHEREAS, A user charge will help defray Metro's costs for operating the hazardous waste program; and

WHEREAS, Oregon HB 3037 prohibits charging fees at the point of collection for sites collecting post-consumer architectural paint under the statewide paint stewardship system; now therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- Section 1. Metro Code Amendment. Metro Code section 5.02.025 is amended in the form attached hereto as Exhibit "A."
- Section 2. Metro Code Amendment. Metro Code section 5.02.045 is amended in the form attached hereto as Exhibit "B."
- Section 3. Metro Code Amendment. Metro Code section 5.02.047 is amended in the form attached hereto as Exhibit "C."
- Section 4. Metro Code Amendment. Metro Code section 5.02.027 is amended in the form attached hereto as Exhibit "D."
- Section 5. Metro Code Amendment. Metro Code section 5.02.028 is amended in the form attached hereto as Exhibit "E."
- Section 6. Effective Date for Solid and Hazardous Waste Fees. Sections 1 through 5, inclusive, of this ordinance shall become effective on August 1, 2011, or 90 days after adoption by Metro Council, whichever is later.

Section 7. Effective Date for Excise Tax. Pursuant to Metro Code section 7.01.020(e)(1), the solid waste excise tax rate authorized by Metro Code section 7.01.020(c) shall become effective on August 1, 2011, or 90 days after adoption of this ordinance by Metro Council, whichever is later.

ADOPTED by the Metro Council this 28th day of April, 2011.

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Alison Kean Campbell, Acting Metro Attorney

Exhibit "A" to Ordinance No. 11-1257A

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.025 Disposal Charges at Metro South & Metro Central Station

(a) The fee for disposal of solid waste at the Metro South Station and at the Metro Central Station shall consist of:

- (1) The following charges for each ton of solid waste delivered for disposal:
 - (A) A tonnage charge of ~~\$56.45~~58.35 per ton,
 - (B) The Regional System Fee as provided in Section 5.02.045,
 - (C) An enhancement fee of \$.50 per ton, and
 - (D) DEQ fees totaling \$1.24 per ton;
- (2) All applicable solid waste taxes as established in Metro Code Chapter 7.01, which excise taxes shall be stated separately; and
- (3) The following Transaction Charge for each Solid Waste Disposal Transaction:
 - (A) For each Solid Waste Disposal Transaction completed at staffed scales, the Transaction Charge shall be ~~\$11.00~~12.00.
 - (B) For each Solid Waste Disposal Transaction that is completed at the automated scales, the Transaction Charge shall be \$3.00.
 - (C) Notwithstanding the provisions of subsection (A), the Solid Waste Disposal Transaction Charge shall be \$3.00 in the event that a transaction that is otherwise capable of being completed at the automated scales must be completed at the staffed scales due to a physical site limitation, a limit or restriction of the computer operating system for the automated scales, or due to a malfunction of the automated scales.

(b) Notwithstanding subsection (a) of this section,

- (1) There shall be a minimum solid waste disposal charge at the Metro South Station and at the Metro Central Station for loads of solid waste weighing ~~400~~360 pounds or less of \$28, which shall consist of a minimum Tonnage Charge of ~~\$17.00~~16.00 plus a Transaction Charge of ~~\$11.00~~12.00 per Transaction.
- (2) The Chief Operating Officer may waive collection of the Regional System Fee on solid waste that is generated outside the District, and collected by a hauler that is regulated by a local government unit, and accepted at Metro South Station or Metro Central Station.

(c) Total fees assessed in cash at the Metro South Station and at the Metro Central Station shall be rounded to the nearest whole dollar amount, with any \$0.50 charge rounded down.

(d) The Director of Parks and Environmental Services may waive disposal fees created in this section for Non-commercial Customers of the Metro Central Station and of the Metro South Station under extraordinary, emergency conditions or circumstances.

Exhibit "B" to Ordinance No. 11-1257A

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.045 Regional System Fees

(a) The Regional System Fee shall be \$~~16.72~~17.64 per ton of solid waste, prorated based on the actual weight of solid waste at issue rounded to the nearest one-hundredth of a ton.

(b) Any waste hauler or other person transporting solid waste generated, originating, or collected from inside the Metro region shall pay Regional System Fees to Metro for the disposal of such solid waste. Payment of applicable system fees to the operator of a Designated Facility shall satisfy the obligation to pay system fees, provided that, if such solid waste is transported to a Designated Facility outside of the Metro region, then such waste hauler or other person must have informed the operator of the Designated Facility that the solid waste was generated, originated or collected inside the Metro region. In any dispute regarding whether such waste hauler or other person informed such operator that the solid waste was generated, originated, or collected inside the Metro region, such waste hauler or other person shall have the burden of proving that such information was communicated.

(c) Designated Facility operators shall collect and pay to Metro the Regional System Fee for the disposal of solid waste generated, originating, collected, or disposed of within Metro boundaries, in accordance with Metro Code Section 5.01.150.

(d) When solid waste generated from within the Metro boundary is mixed in the same vehicle or container with solid waste generated from outside the Metro boundary, the load in its entirety shall be reported at the disposal site by the generator or hauler as having been generated within the Metro boundary, and the Regional System Fee shall be paid on the entire load unless the generator or hauler provides the disposal site operator with documentation regarding the total weight of the solid waste in the vehicle or container that was generated within the Metro boundary and the disposal site operator forwards such documentation to Metro, or unless Metro has agreed in writing to another method of reporting.

(e) System fees described in this Section 5.02.045 shall not apply to exemptions listed in Section 5.01.150(b) of this Code.

Exhibit "C" to Ordinance No. 11-1257A

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.047 Regional System Fee Credits

Any person delivering Cleanup Material Contaminated by Hazardous Substances that is derived from an environmental cleanup of a nonrecurring event, and delivered to any Solid Waste System Facility authorized to accept such substances shall be allowed a credit in the amount of \$~~14.22~~15.14 against the Regional System Fee otherwise due under Section 5.02.045(a) of this Chapter.

Exhibit "D" to Ordinance No. 11-1257A

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.027 Charges for Management of Household Hazardous Wastes

(a) There is hereby established a Household Hazardous Waste Management Charge that shall be collected on household hazardous waste accepted at Metro Hazardous Waste Facilities ~~and at household hazardous waste collection events~~. Such Household Hazardous Waste Management Charge shall be in lieu of all other base disposal charges, user fees, regional transfer charges, rehabilitation and enhancement fees, and certification non-compliance fees that may be required by this chapter; and excise taxes required by Chapter 7.01.

~~(b) There shall be no Household Hazardous Waste Management Charge for household hazardous waste that is accepted in containers of 10 gallons capacity or less~~The Household Hazardous Waste Management Charge shall be \$5.00 for the first 35 gallons of household hazardous waste that is accepted in a single transaction in containers of 10 gallons capacity or less, and \$5.00 for each additional 35 gallons (or portion thereof) of household hazardous waste that is delivered in the same transaction in containers of 10 gallons capacity or less. These fees shall not be charged for acceptance of post-consumer architectural paint under the Oregon paint stewardship system established by Oregon HB3037.

(c) The Household Hazardous Waste Management Charge for household hazardous waste that is accepted in a container of greater than 10 gallons capacity shall be as follows:

- (1) \$5.00 for each empty container only;
- (2) \$10.00 for each container that contains up to 25 gallons of household hazardous waste;
- (3) \$15.00 for each container that contains more than 25 gallons of household hazardous waste.

(d) Each of the above charges may be waived by the Director of Parks and Environmental Services~~the Solid Waste & Recycling Department~~.

Exhibit "E" to Ordinance No. 11-1257A

METRO CODE - TITLE V SOLID WASTE
CHAPTER 5.02 DISPOSAL CHARGES AND USER FEES

5.02.028 Charges for Conditionally Exempt Generator Waste

(a) The amount charged for acceptance of Conditionally Exempt Generator ("CEG") waste from non-household sources shall be the actual disposal costs of such waste calculated from the current Metro contractor price schedules, Metro and/or contractor labor costs, all applicable excise taxes, and the cost of material utilized for managing the waste.

(b) Notwithstanding section (a), there shall be no charge for acceptance of:

(i) Post-consumer architectural paint under the Oregon paint stewardship system established by Oregon HB3037.

(ii) Hazardous waste generated at any facility operated by Metro.

(c) The Director of Parks and Environmental Services may waive charges established in this section in specific instances upon a finding that a waiver of such charges is in the public interest.



Date: April 25, 2011

To: Tom Hughes, Council President
Rex Burkholder, Councilor
Carlotta Collette, Councilor
Shirley Craddick, Councilor
Kathryn Harrington, Councilor
Carl Hosticka, Councilor
Barbara Roberts, Councilor

From: Kathy Rutkowski, Budget Coordinator

Cc: Dan Cooper, Acting Chief Operating Officer
Scott Robinson, Deputy Chief Operating Officer
Margo Norton, Finance & Regulatory Services Director
Senior Leadership Team
Finance Team
Council Policy Coordinators

Re: **Department Requested Amendments to FY 2011-12 Proposed Budget**

Attached are the department requests for amendments to the FY 2011-12 Proposed budget. There are 17 amendments that are generally technical in nature and propose recommended changes to the budget as a result of implementing business process improvements, updating projections, correcting errors, or carrying over funds from the previous fiscal year for approved but as yet uncompleted projects. The five-year Capital Improvement Plan will also be amended to reflect changes, if any, to capital or renewal & replacement projects greater than \$100,000.

In addition, there is one substantive amendment. A substantive amendment proposes changes to the budget for new expenditures that were not anticipated or incorporated at the time the budget was originally prepared. It may also request the approval of additional FTE to the budget.

The amendments will be reviewed with Council at the work session on April 26, 2011 and will be considered for vote at the Council meeting on April 28, 2011, prior to approval of the budget for submission to the Tax Supervising and Conservation Commission.

NOTE: At the work session we will not be presenting these amendments individually. We will ask if anyone wishes to discuss a specific amendment. When you review the packet prior to the meeting and have questions, please call or e-mail Kathy Rutkowski or Margo Norton. We will make sure we have an answer and/or available experts at the meeting.

At the conclusion of the Tuesday work session, we will ask if the Council is prepared to consider the department amendments in a block on April 28th, or if there are any amendments that the Council wishes to be considered separately. You will also have an additional opportunity to remove specific amendments from the block consideration at the April 28th meeting.

A summary table of contents of the amendments is included with this memo.

**FY 2011-12 Proposed Budget
Requested Department Amendments
April 22, 2011**

#	Org	Purpose	Amount	Funding Source	Page #
1	FRS	Consolidation of the Metro Capital Fund and Renewal & Replacement Fund	\$0	N/A	1
2	FRS	Risk Management Fund – change in budget structure of the health & welfare program to implement recommendations of the Human Resources business process evaluation team.	(\$9,665,664)	Premiums – Health & Welfare (internal charges for service)	9
3	R&R	Recognition of various Renewal & Replacement project carry forwards	\$453,849	R&R reserves/grants	11
4	COMM	Removal of double budgeted Regional Travel Options grant revenue and associated materials & services from the Communications budget	(\$97,501)	Grants	14
5	COUNCIL	Carry forward of contract funding and correction of budget error for the Community Investment Initiative	\$112,000	CIS/CII Reserve	15
6	ZOO	Change in FTE charged to Zoo Bond; moving 0.25 FTE from Zoo Bond Fund construction to Zoo Operating facilities management	\$35,000	Increased concert sponsorships	16
7	ZOO	Adjustment in Zoo Marketing FTE to properly state needs of the division; Adds .13 FTE	\$15,000	Increased concert sponsorships	17
8	ZOO	Correction to the 5-year Zoo Bond project plan in the Capital Improvement Plan CIP CHANGE ONLY	\$0	Bond proceeds	18
9	PES	Implementation of Solid Waste Rate Ordinance	(\$1,574,367)	Solid Waste disposal fees	20
10	PES	Recognition of claims revenue from water damage to one of the rental properties due to freezing pipes	\$140,000	Claims revenue	21
11	P&D	Recognize additional funding from ODOT through HB 2001 for Climate Smart Scenarios; Add 1.4 Limited Duration FTE and materials & services (SUBSTANTIVE AMENDMENT – grant funds and increased FTE)	\$274,416	Grants	22
12	P&D	Carry over several projects funded by the Development Opportunity Fund.	\$83,662	Dedicated Reserves	26
13	SUS	Intertwine conservation education effort carry forward	\$26,000	General Fund beginning balance	27
14	SUS	Public Electric Vehicle Charging Stations carry forward	\$10,000	General Fund beginning balance	28
15	SUS	Climate prosperity project implementation carry forward	\$20,000	General Fund beginning balance	29
16	SUS	Intertwine conservation regional system funding/design project carry forward	\$115,000	General Fund beginning balance	30
17	SUS	Forest management project carryover	\$12,000	General Fund beginning balance	31
18	SUS	Hazardous materials storage building	\$25,500	General Fund beginning balance	32

<i>For FP Use Only</i>	
Org Unit	#
FRS	1

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Finance and Regulatory Services

DATE: 4/22/11

DRAFTED BY : Kathy Rutkowski

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Ongoing	<input checked="" type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input checked="" type="checkbox"/>	One-time	<input type="checkbox"/>
				Renewal & Replacement	<input checked="" type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: Consolidation of Metro Capital Fund and Renewal & Replacement Fund

The FY 2011-12 proposed budget includes separate funds for management of new capital projects and renewal and replacement projects for General Fund assets. General Fund assets include the Oregon Zoo, all regional parks and natural areas, Metro Regional Center, and information services infrastructure (network, enterprise applications, web services, copier services, etc.). With the approval of the Oregon Zoo Infrastructure bonds almost all large capital projects are now funded through the bond fund. What remains are a myriad of numerous smaller projects that are often a combination of renewal and replacement and new capital. Maintaining separate budgetary funds often makes management of these projects difficult and inefficient. This amendment seeks to consolidate the two funds into a single budgetary fund called *General Asset Management Fund*. Within the fund, separate accounts would be maintained for new capital projects and renewal and replacement projects in order to track spending by purpose. The consolidation of the fund provides greater efficiencies for ongoing management of assets. The proposal has been reviewed with the Tax Supervising and Conservation Commission to ensure it meets with the legal requirements of Oregon Budget Law.

See attached spreadsheet for revised line item details of the consolidated fund.

PROGRAM/STAFFING IMPACTS:

None

ARGUMENTS IN FAVOR OF THE PROPOSED AMENDMENT

The consolidation of the fund will result in greater efficiencies in the management of projects related to General Fund assets.

OPTIONS FOR FUNDING THIS AMENDMENT

Not applicable. Both funds are currently self-supporting. The consolidated fund would also remain self supporting. No additional funds are necessary.

General Asset Management Fund

FY 2008-09	FY 2009-10	FY 2010-11 Adopted		FY 2010-11 Adopted		FY 2011-12 Proposed		FY 2011-12 Approved		FY 2011-12 Adopted	
Actual	Actual	FTE	Amount	FTE	Amount	ACCT	DESCRIPTION	FTE	Amount	FTE	Amount
General Asset Management Fund											
Resources											
<i>BEGBAL Beginning Fund Balance</i>											
15,227,732	9,665,626		7,664,516		7,664,516	3500	* Prior year ending balance		5,992,492		
761,288	628,314		0		0		* Restricted Parks Capital Reserve (Mult. Cty)		0		
<i>GRANTS Grants</i>											
824,912	0		0		0	4105	Federal Grants-Indirect		0		
67,181	37,792		0		0	4108	Federal Capital Grants - Direct		0		
0	588,041		0		0	4109	Federal Capital Grants - Indirect		0		
959,162	0		49,500		49,500	4110	State Grants-Direct		0		
0	600,291		0		0	4118	State Capital Grants - Indirect		0		
63,764	0		0		0	4120	Local Grants-Direct		0		
<i>INTRST Interest Earnings</i>											
428,579	86,638		62,677		62,677	4700	Interest on Investments		33,298		
<i>DONAT Contributions from Private Sources</i>											
0	73,332		136,830		136,830	4750	Donations and Bequests		600,000		
<i>CAPGRT Capital Contributions & Donations</i>											
1,910,627	1,499,373		0		0	4755	Capital Contributions & Donations		0		
<i>MISCRV Miscellaneous Revenue</i>											
2,571	10,268		0		0	4890	Miscellaneous Revenue		0		
0	0		500,000		500,000	4891	Reimbursement		0		
<i>EQTREV Fund Equity Transfers</i>											
<i>4970 Transfer of Resources</i>											
0	0		18,402		18,402		* from Solid Waste Revenue Fund		53,163		
200,000	200,000		200,000		200,000		* from General Fund (Regional Parks)		323,000		
250,000	225,000		250,000		250,000		* from General Fund-IT R&R		255,000		
277,000	277,000		277,000		277,000		* from General Fund-MRC R&R		282,540		
434,459	537,233		537,233		537,233		* from General Fund-Gen'l R&R		647,978		
0	0		0		0		* from MERC		10,824		
75,000	0		0		0		* from General Fund (Regional Parks)		0		
445,000	139,000		0		0		* from General Fund		0		
\$21,927,275	\$14,567,908		\$9,696,158		\$9,696,158		TOTAL RESOURCES		\$8,198,295		

General Asset Management Fund

FY 2008-09	FY 2009-10	FY 2010-11 Adopted		FY 2010-11 Adopted		FY 2011-12 Proposed		FY 2011-12 Approved		FY 2011-12 Adopted	
Actual	Actual	FTE	Amount	FTE	Amount	ACCT	DESCRIPTION	FTE	Amount	FTE	Amount
General Asset Management Fund											
<i>Personal Services</i>											
							<i>SALWGE</i> Salaries & Wages				
74,482	60,233		0		0	5010	Reg Employees-Full Time-Exempt		0		
3,938	3,171		0		0	5030	Temporary Employees		0		
							<i>FRINGE</i> Fringe Benefits				
						5100	Fringe Benefits				
24,343	19,016		0		0		Base Fringe (variable & fixed)		0		
2,384	2,029		0		0	5190	PERS Bond Recovery		0		
\$105,147	\$84,449	0.00	\$0	0.00	\$0		Total Personal Services	0.00	\$0		
<i>Materials & Services</i>											
							<i>GOODS</i> Goods				
46,349	80,566		122,585		122,585	5201	Office Supplies		74,853		
167,331	12,351		28,167		28,167	5205	Operating Supplies		124,642		
0	0		1,061		1,061	5215	Maintenance & Repairs-Supplies		0		
							<i>SVCS</i> Services				
0	0		0		0	5240	Contracted Professional Svcs		100,000		
1,229	0		0		0	5260	Maintenance & Repairs-Services		0		
							<i>CAPMNT</i> Capital Maintenance				
92,516	746,993		725,294		725,294	5261	Capital Maintenance - CIP		615,900		
193,924	0		4,550		4,550	5262	Capital Maintenance - Non-CIP		80,559		
							<i>OTHEXP</i> Other Expenditures				
0	2,460		0		0	5490	Miscellaneous Expenditures		0		
\$501,349	\$842,370		\$881,657		\$881,657		Total Materials & Services		\$995,954		
<i>Capital Outlay</i>											
							<i>CAPNON</i> Capital Outlay (non-CIP Projects)				
0	0		0		0	5710	Improve-Oth thn Bldg		167,100		
0	0		0		0	5720	Buildings & Related		62,842		
0	0		0		0	5740	Equipment & Vehicles		367,940		
0	0		0		0	5745	Licensed Vehicles		360,613		
0	0		0		0	5750	Office Furniture & Equip		513,813		
							<i>CAPCIP</i> Capital Outlay (CIP Projects)				
118,789	4,708		0		0	5700	Land (CIP)		0		
2,720,494	2,243,030		501,685		501,685	5710	Improve-Oth thn Bldg		822,780		
92,319	48,400		653,975		653,975	5720	Buildings & Related		60,000		

General Asset Management Fund

FY 2008-09	FY 2009-10	FY 2010-11 Adopted		FY 2010-11 Adopted				FY 2011-12 Proposed		FY 2011-12 Approved		FY 2011-12 Adopted	
Actual	Actual	FTE	Amount	FTE	Amount	ACCT	DESCRIPTION	FTE	Amount	FTE	Amount	FTE	Amount
General Asset Management Fund													
7,146,466	2,893,312		64,933		64,933	5730	Exhibits and Related		600,000				
330,668	427,543		891,729		891,729	5740	Equipment & Vehicles		506,044				
478,518	361,072		939,320		939,320	5750	Office Furniture & Equip		0				
42,411	26,744		45,707		45,707	5760	Railroad Equip & Facil		23,080				
\$10,929,665	\$6,004,809		\$3,097,349		\$3,097,349		Total Capital Outlay		\$3,484,212				
Interfund Transfers													
<i>EQTCHG Fund Equity Transfers</i>													
						5810	Transfer of Resources						
0	100,000		128,000		128,000		* to General Fund (General)		0				
97,174	0		0		0		* to General Fund (Regional Parks)		0				
\$97,174	\$100,000		\$128,000		\$128,000		Total Interfund Transfers		\$0				
Contingency & Unappropriated Balance													
<i>CONT Contingency</i>													
						5999	Contingency						
0	0		5,289,152		5,289,152		* Contingency		3,718,129				
<i>UNAPP Unappropriated Fund Balance</i>													
						5990	Unappropriated Fund Balance						
6,978,925	6,591,200		300,000		300,000		* Renewal & Replacement		0				
291,632	169,448		0		0		* General Capital Account		0				
1,473,653	400,735		0		0		* Oregon Zoo Projects Account		0				
566,806	16,779		0		0		* Parks Capital Projects Account		0				
628,314	0		0		0		* Parks Cap. Imp, R&R (Mult. Cty Reserve)		0				
354,610	358,118		0		0		* Oxbow Park Nature Center Account		0				
\$10,293,940	\$7,536,280		\$5,589,152		\$5,589,152		Total Contingency & Unappropriated Balance		\$3,718,129				
\$21,927,275	\$14,567,908	0.00	\$9,696,158	0.00	\$9,696,158		TOTAL REQUIREMENTS		0.00				\$8,198,295

General Asset Management Fund

FY 2008-09	FY 2009-10	FY 2010-11		FY 2010-11		<u>FOR INFORMATION ONLY</u>		FY 2011-12		FY 2011-12		FY 2011-12	
Actual	Actual	<u>Adopted</u>		<u>Amended</u>		ACCT	DESCRIPTION	<u>Proposed</u>		<u>Approved</u>		<u>Adopted</u>	
		FTE	Amount	FTE	Amount			FTE	Amount	FTE	Amount	FTE	Amount
New Projects Account													
<u>Resources</u>													
							<i>BEGBAL</i>						
							<i>Beginning Fund Balance</i>						
7,783,442	2,686,701		787,638		787,638	3500	* Prior year ending balance		1,109,802				
761,288	628,314		0		0		* Restricted Parks Capital Reserve (Mult. Cty)		0				
							<i>GRANTS</i>						
							<i>Grants</i>						
824,912	0		0		0	4105	Federal Grants-Indirect		0				
67,181	37,792		0		0	4108	Federal Capital Grants - Direct		0				
959,162	0		49,500		49,500	4110	State Grants-Direct		0				
							<i>INTRST</i>						
							<i>Interest Earnings</i>						
198,670	20,912		3,900		3,900	4700	Interest on Investments		9,298				
							<i>DONAT</i>						
							<i>Contributions from Private Sources</i>						
0	73,332		136,830		136,830	4750	Donations and Bequests		600,000				
							<i>CAPGRT</i>						
							<i>Capital Contributions & Donations</i>						
1,910,627	1,467,373		0		0	4755	Capital Contributions & Donations		0				
							<i>MISCRV</i>						
							<i>Miscellaneous Revenue</i>						
2,571	9,302		0		0	4890	Miscellaneous Revenue		0				
							<i>EQTREV</i>						
							<i>Fund Equity Transfers</i>						
							4970	Transfer of Resources					
75,000	0		0		0		* from General Fund (Regional Parks)		0				
445,000	139,000		0		0		* from General Fund		0				
\$13,027,853	\$5,062,726		\$977,868		\$977,868		TOTAL RESOURCES		\$1,719,100				
<u>Personal Services</u>													
							<i>SALWGE</i>						
							<i>Salaries & Wages</i>						
74,482	60,233	-	0	-	0	5010	Reg Employees-Full Time-Exempt		0				
3,938	3,171		0		0	5030	Temporary Employees		0				
							<i>FRINGE</i>						
							<i>Fringe Benefits</i>						
							5100	Fringe Benefits					
								Base Fringe (variable & fixed)		0			
24,343	19,016		0		0								
2,384	2,029		0		0	5190	PERS Bond Recovery		0				
\$105,147	\$84,449	0.00	\$0	0.00	\$0		Total Personal Services		0.00		\$0		

General Asset Management Fund

FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Adopted		FY 2010-11 Amended		FOR INFORMATION ONLY		FY 2011-12 Proposed		FY 2011-12 Approved		FY 2011-12 Adopted	
		FTE	Amount	FTE	Amount	ACCT	DESCRIPTION	FTE	Amount	FTE	Amount	FTE	Amount
New Projects Account													
<u>Capital Outlay</u>													
<i>CAPCIP Capital Outlay (CIP Projects)</i>													
118,789	4,708	0	0	5700	Land (CIP)			0					
2,699,356	647,868	84,500	84,500	5710	Improve-Oth thn Bldg			0					
92,319	0	350,000	350,000	5720	Buildings & Related			55,000					
6,650,626	2,393,256	0	0	5730	Exhibits and Related			600,000					
190,056	62,475	0	0	5740	Equipment & Vehicles			500,200					
133,890	74,948	125,000	125,000	5750	Office Furniture & Equip			0					
481	0	0	0	5760	Railroad Equip & Facil			0					
\$9,885,517	\$3,183,255	\$559,500	\$559,500		Total Capital Outlay			\$1,155,200					
<u>Interfund Transfers</u>													
<i>EQTCHG Fund Equity Ttransfers</i>													
5810 Transfer of Resources													
0	100,000	0	0		* to General Fund (General)			0					
97,174	0	0	0		* to General Fund (Regional Parks)			0					
\$97,174	\$100,000	\$0	\$0		Total Interfund Transfers			\$0					
<u>Contingency & Unappropriated Balance</u>													
<i>CONT Contingency</i>													
5999 Contingency													
0	0	418,368	418,368		* Contingency			563,900					
<i>UNAPP Unappropriated Fund Balance</i>													
5990 Unappropriated Fund Balance													
291,632	169,448	0	0		* General Capital Account			0					
1,473,653	400,735	0	0		* Oregon Zoo Projects Account			0					
566,806	16,779	0	0		* Parks Capital Projects Account			0					
628,314	0	0	0		* Parks Cap. Imp, R&R (Mult. Cty Reserve)			0					
354,610	358,118	0	0		* Oxbow Park Nature Center Account			0					
\$3,315,015	\$945,080	\$418,368	\$418,368		Total Contingency & Unappropriated Balance			\$563,900					
\$13,402,853	\$4,312,784	0.00	\$977,868	0.00	\$977,868	TOTAL REQUIREMENTS		0.00	\$1,719,100				

General Asset Management Fund

FY 2008-09 Actual	FY 2009-10 Actual	FY 2010-11 Adopted		FY 2010-11 Amended		FOR INFORMATION ONLY		FY 2011-12 Proposed		FY 2011-12 Approved		FY 2011-12 Adopted	
		FTE	Amount	FTE	Amount	ACCT	DESCRIPTION	FTE	Amount	FTE	Amount	FTE	Amount
Renewal & Replacement Account													
<u>Resources</u>													
							<i>BEGBAL</i>	<i>Beginning Fund Balance</i>					
7,444,290	6,978,925		6,876,878		6,876,878	3500		* Prior year ending balance		4,882,690			
							<i>GRANTS</i>	<i>Grants</i>					
0	588,041		0		0	4109		Federal Capital Grants - Indirect		0			
0	600,291		0		0	4118		State Capital Grants - Indirect		0			
63,764	0		0		0	4120		Local Grants-Direct		0			
							<i>INTRST</i>	<i>Interest Earnings</i>					
229,909	65,726		58,777		58,777	4700		Interest on Investments		24,000			
							<i>CAPGRT</i>	<i>Capital Contributions & Donations</i>					
0	32,000		0		0	4755		Capital Contributions & Donations		0			
							<i>MISCRV</i>	<i>Miscellaneous Revenue</i>					
0	966		0		0	4890		Miscellaneous Revenue		0			
0	0		500,000		500,000	4891		Reimbursement		0			
							<i>EQTREV</i>	<i>Fund Equity Transfers</i>					
						4970		Transfer of Resources					
0	0		18,402		18,402			* from Solid Waste Revenue Fund		53,163			
200,000	200,000		200,000		200,000			* from General Fund (Regional Parks)		323,000			
250,000	225,000		250,000		250,000			* from General Fund-IT R&R		255,000			
277,000	277,000		277,000		277,000			* from General Fund-MRC R&R		282,540			
434,459	537,233		537,233		537,233			* from General Fund-Gen'l R&R		647,978			
0	0		0		0			* from MERC		10,824			
\$8,899,422	\$9,505,182		\$8,718,290		\$8,718,290		TOTAL RESOURCES			\$6,479,195			
<u>Materials & Services</u>													
							<i>GOODS</i>	<i>Goods</i>					
46,349	80,566		122,585		122,585	5201		Office Supplies		74,853			
167,331	12,351		28,167		28,167	5205		Operating Supplies		124,642			
0	0		1,061		1,061	5215		Maintenance & Repairs-Supplies		0			
							<i>SVCS</i>	<i>Services</i>					
0	0		0		0	5240		Contracted Professional Svcs		100,000			
1,229	0		0		0	5260		Maintenance & Repairs-Services		0			
							<i>CAPMNT</i>	<i>Capital Maintenance</i>					
92,516	746,993		725,294		725,294	5261		Capital Maintenance - CIP		615,900			
193,924	0		4,550		4,550	5262		Capital Maintenance - Non-CIP		80,559			

General Asset Management Fund

FY 2008-09	FY 2009-10	FY 2010-11		FY 2010-11		FOR INFORMATION ONLY		FY 2011-12		FY 2011-12		FY 2011-12	
Actual	Actual	FTE	Amount	FTE	Amount	ACCT	DESCRIPTION	FTE	Amount	FTE	Amount	FTE	Amount
Renewal & Replacement Account													
0	2,460		0		0	OTHEXP	Other Expenditures						
						5490	Miscellaneous Expenditures						0
\$501,349	\$842,370		\$881,657		\$881,657		Total Materials & Services		\$995,954				
Capital Outlay													
<i>CAPNON Capital Outlay (non-CIP Projects)</i>													
0	0		0		0	5710	Improve-Oth thn Bldg		167,100				
0	0		0		0	5720	Buildings & Related		62,842				
0	0		0		0	5740	Equipment & Vehicles		367,940				
0	0		0		0	5745	Licensed Vehicles		360,613				
0	0		0		0	5750	Office Furniture & Equip		513,813				
<i>CAPCIP Capital Outlay (CIP Projects)</i>													
21,138	1,595,162		417,185		417,185	5710	Improve-Oth thn Bldg		822,780				
0	48,400		303,975		303,975	5720	Buildings & Related		5,000				
495,840	500,056		64,933		64,933	5730	Exhibits and Related		0				
140,612	365,068		891,729		891,729	5740	Equipment & Vehicles		5,844				
344,628	286,124		814,320		814,320	5750	Office Furniture & Equip		0				
41,930	26,744		45,707		45,707	5760	Railroad Equip & Facil		23,080				
\$1,044,148	\$2,821,554		\$2,537,849		\$2,537,849		Total Capital Outlay		\$2,329,012				
Interfund Transfers													
<i>EQTCHG Fund Equity Ttransfers</i>													
						5810	Transfer of Resources						
0	0		128,000		128,000		* to General Fund (General)		0				
\$0	\$0		\$128,000		\$128,000		Total Interfund Transfers		\$0				
Contingency & Unappropriated Balance													
<i>CONT Contingency</i>													
0	0		4,870,784		4,870,784	5999	Contingency						
							* Contingency		3,154,229				
<i>UNAPP Unappropriated Fund Balance</i>													
6,978,925	6,591,200		300,000		300,000	5990	Unappropriated Fund Balance						
							* Renewal & Replacement		0				
\$6,978,925	\$6,591,200		\$5,170,784		\$5,170,784		Total Contingency & Unappropriated Balance		\$3,154,229				
\$8,524,422	\$10,255,124	0.00	\$8,718,290	0.00	\$8,718,290		TOTAL REQUIREMENTS		0.00				\$6,479,195

<i>For FP Use Only</i>	
Org Unit	#
FRS	2

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Finance and Regulatory Services

DATE: 4/22/11

DRAFTED BY : Kathy Rutkowski

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input checked="" type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: Risk Management Fund – Health & Welfare Program

The initial tasks of the business process evaluation have focused on the Human Resources enterprise system for processing and managing Payroll and Benefits. The evaluation followed up on a recent audit recommendations from Metro’s Auditor Office. The goal of the evaluation team was to identify ways in which to take advantage of functionality provided in PeopleSoft and to begin using the system in the manner in which it was intended thereby recognizing efficiencies in business processes. The recommendations of the evaluation team require a change in how health and welfare program costs are reflected in the budget.

The Risk Management Fund is considered an internal service fund. Charges are levied to departments based on experience for certain costs such as premiums and claims. Funding flows from the department to the Risk Management Fund where actual costs of premiums and claims are paid. This method has been used for all programs of the Risk Management Fund – liability, property, workers compensation, unemployment and health & welfare. While the internal service fund worked well for all other aspects of risk management, the evaluation team found it was an inefficient process for health & welfare and resulted in unintended difficulties in managing health & welfare costs. They found it also posed difficulties in responding to future requirements of the new health care reform act. They highly recommended that Metro reconsider the use of the internal service fund methodology for health & welfare costs. After discussions with the evaluation team, the Budget Office agrees with the recommendations.

This amendment implements the recommendations of the Human Resources business process evaluation team. Health & welfare costs will be treated solely as direct costs charged against the departments based on actual expense. It removes the internal services designation from the health & welfare program and removes associated costs from the Risk Management Fund. It retains the provision to partially offset the costs of health and welfare through the use of the Opt Out Reserve.

See the attached spreadsheet for specific line item changes.

PROGRAM/STAFFING IMPACTS:

Creates efficiencies in the processing and management of payroll and benefits.

ARGUMENTS IN FAVOR OF THE PROPOSED AMENDMENT

This action implements the recommendations of the business process evaluation team related to benefits and payroll processing and management. The change creates efficiencies in the processes by using the enterprise software in the manner in which it was intended. It reduces the double counting of costs that is inherent in any internal service fund and assists in responding to the future requirements of the health care reform act.

OPTIONS FOR FUNDING THIS AMENDMENT

N/A.

Line Item changes for change in Health & Welfare portion of Risk Management Fund

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
Risk Management Fund	Health & Welfare	4460	Insurance Premiums - H&W	(9,665,664)
			Total	(\$9,665,664)
Requirements				
Risk Management Fund	Health & Welfare	5271	Medical Insurance	(10,405,650)
		5490	Miscellaneous Expense	(20,000)
		5810	Transfer of Resources (opt out)	
			to MERC Fund	111,510
			to Natural Areas Fund	8,940
			to Oregon Zoo Bond Fund	3,350
			to Solid Waste Revenue Fund	56,130
			to General Fund	270,070
			to General Fund (risk staff)	277,890
		5990	Unappropriated Ending Balance	32,096
			Total	(\$9,665,664)
Resources				
MERC Fund		4970	Transfer of Resources (opt out)	111,510
Natural Areas Fund		4970	Transfer of Resources (opt out)	8,940
Oregon Zoo Bond Fund		4970	Transfer of Resources (opt out)	3,350
Solid Waste Fund		4970	Transfer of Resources (opt out)	56,130
General Fund		4970	Transfer of Resources (opt out)	270,070
General Fund		4970	Transfer of Resources (risk staff)	277,890
			Total	\$727,890
Requirements				
General Fund	Human Resources	5240	Contracted Professional Services	40,000
	Communications	5100	Fringe Benefits	12,600
	Council	5100	Fringe Benefits	14,400
	Finance & Reg Services	5100	Fringe Benefits	19,020
	Human Resources	5100	Fringe Benefits	11,400
	Information Services	5100	Fringe Benefits	15,600
	Office of Metro Attorney	5100	Fringe Benefits	9,300
	Office of Metro Auditor	5100	Fringe Benefits	3,600
	Oregon Zoo	5100	Fringe Benefits	91,860
	Parks & Environmental Svcs	5100	Fringe Benefits	22,650
	Planning & Development	5100	Fringe Benefits	33,228
	Research Center	5100	Fringe Benefits	17,580
	Sustainability Center	5100	Fringe Benefits	18,570
MERC Fund	Administration	5100	Fringe Benefits	8,910
	Expo Center	5100	Fringe Benefits	7,980
	Oregon Convention Center	5100	Fringe Benefits	66,180
	PCPA	5100	Fringe Benefits	28,440
Natural Areas Fund	Sustainability Center	5100	Fringe Benefits	8,940
Oregon Zoo Bond Fund	Oregon Zoo	5100	Fringe Benefits	3,350
Solid Waste Rev Fund	Finance & Reg Services	5100	Fringe Benefits	7,200
	Parks & Environmental Svcs	5100	Fringe Benefits	35,430
	Sustainability Center	5100	Fringe Benefits	13,500
General Fund	General Expense-Reserves	5990	Unapp Balance - Stabilization	238,152
			Total	\$727,890

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Org Unit	#
R&R	3

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Renewal and Replacement/Capital

DATE: 4/21/2011

DRAFTED BY : Karen Feher

<i>Type of Amendment:</i>	<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Technical <input checked="" type="checkbox"/>	Proposed Budget <input checked="" type="checkbox"/>	Operating <input type="checkbox"/>	Ongoing <input type="checkbox"/>
Substantive <input type="checkbox"/>	Approved Budget <input type="checkbox"/>	Capital Project <input checked="" type="checkbox"/>	One-time <input checked="" type="checkbox"/>
		Renewal & Replacement <input checked="" type="checkbox"/>	<input type="checkbox"/>

PROPOSED AMENDMENT: *Technical Amendments to Renewal and Replacement Fund*

Numerous project completion dates have shifted, this amendment moves projects both forward to FY 2011-12 from FY 2010-11 as well as moving the expected completion dates of projects in the five year window of the Capital Improvement Plan. Only those projects that impact the FY 2012 funding in the budget are included in the following:

Org Unit	Fund	Line Items		
		Acct #	Account Title	Amount
Resources	GF R&R-611	3500	Beginning Fund Balance	271,515
	GF R&R-611	4110	State Grants	63,334
	SW Rev Fund Gen Acct- 536	3500	Beginning Fund Balance	30,000
	SW Rev Fund R&R Acct- 534	3500	Beginning Fund Balance	89,000
			Total Resources	\$453,849
Requirements	GF R&R-611	5201	Office Supplies	-288
	GF R&R-611	5261	Maintenance and Repair Services	6,211
	GF R&R-611	5710	Improvements Other than Building	77,448
	GF R&R-611	5720	Buildings and Related	-47,326
	GF R&R-611	5740	Equipment	122,360
	GF R&R-611	5745	Vehicles	116,624
	GF R&R-611	5750	Office Furniture and Equipment	6,367
	GF R&R-611	5999	Contingency	53,453
	SW Rev Fund Gen Acct 536	5710	Improvements Other than Building	30,000
	SW Rev Fund R&R Acct -534	5720	Buildings and Related	25,000
	SW Rev Fund R&R Acct -534	5740	Equipment	78,000
	SW Rev Fund R&R Acct -534	5999	Contingency	-14,000
			Total Expenditures	\$453,849

The projects that impact the five year window are listed below by Fund, Center, project, action and amount as follows:

GENERAL FUND RENEWAL AND REPLACEMENT FUND
Information Services:

Project	Action	Amount
Metro Exchange Backup (Cortez)	Carry forward from FY 2011 to FY 2012	3,184
MRC Liebert Challenger HVAC	Carry forward from FY 2011 to FY 2012	25,000
MRC – Server Room UPS	Carry forward from FY 2011 to FY 2012	74,500
Zoo Exchange Server (Zex)	Carry forward from FY 2011 to FY 2012	6,367
Windows Active Directory (Gunther)	Move project to FY 2014 From FY 2012	3,472

Parks and Environmental Services- General Fund Renewal and Replacement Fund:

Project	Action	Amount
MRC-VAV Controllers	To add funding to FY 2012 for new project approved in 2011	78,280
1996 Ford Ranger Pickup Super Cab V6	Carry forward from FY 2011 to FY 2012	29,500
Glendoveer Golf Irrigation	To add funding to FY 2012 for new project approved in 2011	25,000
2 Sewage Lift Pumps	Carry forward from FY 2011 to FY 2012	20,000
Lake House Improvements	Carry forward from FY 2011 to FY 2012	9,384
Lake House Office Improvements	Carry forward from FY 2011 to FY 2012	3,661
Playground Structure	Partial Carry forward from FY 2011 to FY 2012	10,000

Visitor Venue - Oregon Zoo:

Project	Action	Amount
Aviary Chiller Controls ZFCCH2	Carry forward project missed in FY 2009	5,100
Swamp & Rainforest Bldg Mechanical	Carry forward project missed in FY 2009	10,000
Swamp Bldg AV Equip. Enviro. Prog.	Carry forward project missed in FY 2009	18,482
Africa Roof Replacement	Partial Carry forward from FY 2011 to FY 2012	19,880
Cascade Crest Boardwalk Rubber Sidewalk	Carry forward from FY 2011 to FY 2014	26,602
1997 Ford Pickup	Carry forward from FY 2011 to FY 2012	27,591
Swamp Bldg & Aviary Roof Replacement	Carry forward from FY 2011 to FY 2015	94,772
Treetop Path Roof	Carry forward from FY 2011 to FY 2012	42,448
Africafe Lower Roof	Carry forward from FY 2012 to FY 2016	87,800
Bear Complex Main Pool Renewal	Remove project	33,555
Bearwalk Café Freezer BWCRFR5	Carry forward from FY 2012 to FY 2013	6,637
Bearwalk Café roof	Carry forward from FY 2012 to FY 2016	14,729
Cascade Crest Dance Floor	Carry forward from FY 2012 to FY 2015	16,236
Cascade Crest Tilt skillet TGSP 2440	Carry forward from FY 2012 to FY 2013	12,989
Snowshed Air Compressor	Carry back from FY 2012 to FY 2011	11,366
Africafe dishwasher – Champion 40 KB	Carry back from FY 2013 to FY 2011	7,729
1998 Kubota Tractor	Carry back from FY 2016 to FY 2014	58,583
1999 Cushman 4 wheel	Carry back from FY 2016 to FY 2013	25,777
1999 Ford Van	Carry back from FY 2016 to FY 2011	28,120
2001 EZ-Go	Carry back from FY 2016 to FY 2011	11,705
2006 Ford Escape	Carry back from FY 2016 to FY 2012	46,866
1999 Ford Pick-up	Carry back from FY 2017 to FY 2011	17,926
2004 Kawasaki Mule	Carry back from FY 2017 to FY 2014	10,756
2006 Ford E150 Van	Carry back from FY 2017 to FY 2016	26,292
2006 Ford Ranger Truck	Carry back from FY 2017 to FY 2016	23,902
1997 Cushman Pick-up	Carry back from FY 2018 to FY 2012	16,236
1995 EZ-Go Cart (75)	Carry back from FY 2018 to FY 2011	6,317
2006 EZGO 9100	Carry back from FY 2018 to FY 2016	15,232
2005 Miti-truck	Carry back from FY 2018 to FY 2016	22,974
Railroad Oregon Express (RR #5)	Carry back from FY 2023 to FY 2011	26,530
2002 Dodge Van	Carry back from FY 2023 to FY 2014	33,784
1997 EZ-Go Cart (17)	Carry back from FY 2025 to FY 2011	11,681

The chart below is a summary of the impact of all these changes on the General Fund Renewal and Replacement Fund. Note that the above numbers are not adjusted by inflation factors as is the chart below.

FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
\$-77,228	\$287,515	\$42,496	\$136,809	\$156,360	\$10,502

SOLID WASTE REVENUE FUND:

Parks and Environmental Services Solid Waste General Account:

Project	Action	Amount
Improvements to Metro South Truck Ent./Exit	Carry forward from FY 2011 to FY 2013 reducing project by \$10,000	100,000
MS Transfer Station Access Lane	Carry forward from FY 2011 to FY 2012	30,000

Parks and Environmental Services Solid Waste Renewal and Replacement Account:

Project	Action	Amount
MC HHW Fire Alarm System	Carry forward from FY 2011 to FY 2012 and increase by \$10,000	50,000
MC HHW Roof Replacement	Carry forward from FY 2011 to FY 2012	25,000
MC Scalehouse "C" Scale Replacement	Carry forward from FY 2011 to FY 2012 and increase by \$4,000	28,000

<i>For FP Use Only</i>	
Org Unit	#
COMM	4

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Communications

DATE: 4/18/2011

DRAFTED BY : Ann Wawrukiewicz

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Removal of Double-Budgeted Regional Travel Options Grant Revenue and Materials and Services Expenditures from the Communications Budget:*

Historically a portion of the Regional Travel Options (RTO) materials and services has been budgeted in Planning and Development and a portion in Communications. After the proposed budget was developed, Financial Planning learned that two pieces had been budgeted in both. The correct location for the budget is Planning and Development; this amendment removes the double-budgeted portion from Communications.

	Fund	Org Unit	Program	Line Items		
				Acct #	Account Title	Amount
Resources	010-GEN	00320-Comm	00600	4100	Federal Grants-Direct	(\$97,501)
Requirements	010-GEN	00320-Comm	00600	5240	Contracted Professional Services	(\$67,501)
	010-GEN	00320-Comm	00600	5246	Sponsorships	(\$30,000)

<i>For FP Use Only</i>	
Org Unit	#
COUNCIL	5

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Council Office- Community Investment Initiative

DATE: 4/18/2011

DRAFTED BY : Mary Anne Cassin/Ann Wawrukiewicz

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Carry forward of contract funding and correction of budgeting error for the Community Investment Initiative.*

The CII project will carry forward \$60,000 into next fiscal year. The project is designed to collaborate with external community leaders who are exploring potential avenues for improving the region’s economic outlook and tackling our infrastructure needs. The carry forward amount is needed for an existing contract with consultants who have been engaged to assist in meeting facilitation, technical needs and project reports. There was a delay in confirming membership of the Leadership Council; the group did not start meeting until late February 2011, in turn delaying the work of the consultant.

During the development of the FY 2011-12 CII budget, funding was shifted among a number of categories to reflect better knowledge of project needs. During this process, \$52,000 was inadvertently left out of the Contracted Professional Services line item budget; the funding was included in the initial three-year reserve for the Community Investment project. This amendment corrects the error.

	Fund	Org Unit	Program	Line Items		
				Acct #	Account Title	Amount
Resources	010-GEN	99999-Non-dept		3500	Beginning Fund Balance	\$60,000
Requirements	010-GEN	00125	00600	5240	Contracted Professional Services	\$112,000
	010-GEN	99999-Non-dept		5990	Unapp. Balance – Reserved for CII	(\$52,000)

<i>For FP Use Only</i>	
Org Unit	#
ZOO	6

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Oregon Zoo

DATE: 4/21/11

DRAFTED BY : Joanne Ossanna

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input checked="" type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: Change in Zoo Bond FTE

After a thorough review of the staff hours dedicated to the Zoo Bond projects it was decided to move .25 FTE of the Facilities Manager's position from the Zoo Bond Fund to the General Fund to more properly allocate actual expenses. If the Facilities Manager or any other staff spend significant time outside of the regular duties for bond projects those expenditures can be expensed directly to the Zoo Bond fund at that time.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
General Fund	Zoo Guest Services	4760	Sponsorship	35,000
			Total	\$35,000
Requirements				
General Fund	Zoo Facilities	5010	Salaries F.T. (.25 FTE)	22,462
		5089	Merit/Step/Cola Pool	224
		5100	Fringe Benefits	8,446
		5999	Contingency	3,868
Zoo Bond Fund	Zoo Construction	5010	Salaries F.T. (-.25 FTE)	(22,462)
		5089	Merit/Step/Cola Pool	(224)
		5100	Fringe Benefits	(8,446)
		5999	Contingency	31,132
			Total	\$35,000

PROGRAM/STAFFING IMPACTS:

None

ARGUMENTS IN FAVOR OF THE PROPOSED AMENDMENT

This action is in compliance with regulations regarding the expenditure of bond proceeds.

OPTIONS FOR FUNDING THIS AMENDMENT

The additional expense to the General Fund will be offset from an increase in concert sponsorship revenue. Zoo staff believe with changes made to the concert line up revenues are slightly understated.

<i>For FP Use Only</i>	
Org Unit	#
ZOO	7

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Oregon Zoo

DATE: 4/21/11

DRAFTED BY : Joanne Ossanna

<i>Type of Amendment:</i>	<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Technical <input checked="" type="checkbox"/>	Proposed Budget <input checked="" type="checkbox"/>	Operating <input checked="" type="checkbox"/>	Ongoing <input checked="" type="checkbox"/>
Substantive <input type="checkbox"/>	Approved Budget <input type="checkbox"/>	Capital Project <input type="checkbox"/>	One-time <input type="checkbox"/>
		Renewal & Replacement <input type="checkbox"/>	

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: Adjustment to Zoo Marketing Division FTE

The proposed budget included a draft reorganization plan to the Zoo's Marketing Division. The Zoo has since reviewed the needs of the division and is requesting an adjustment to properly state the needs of the department. The 0.63 FTE Assistant Public Affairs Specialist is an important position within the department and is added back to the budget. The 1.0 FTE proposed Web Position is being reduced to .5 FTE which should be sufficient to meet the current needs. This would add .13 FTE to the budget for an additional cost of approximately \$15,000.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
<i>Resources</i>				
General Fund	Zoo Guest Services	4760	Sponsorship	15,000
			<i>Total Resources</i>	<i>\$15,000</i>
<i>Requirements</i>				
General Fund	Zoo Marketing	5010	Salaries F.T. (-1.0 FTE)	(60,000)
		5020	Salaries P.T. (1.13 FTE)	68,745
		5089	Merit/Step/Cola Pool	183
		5100	Fringe Benefits	3,734
		5999	Contingency	2,338
			<i>Total Requirements</i>	<i>\$15,000</i>

PROGRAM/STAFFING IMPACTS:

More properly reflects the staffing needs of the division

ARGUMENTS IN FAVOR OF THE PROPOSED AMENDMENT

N/A

OPTIONS FOR FUNDING THIS AMENDMENT

The additional expense to the General Fund will be offset from an increase in concert sponsorship revenues. Zoo staff believe with changes made to the concert line up revenues are slightly understated.

<i>For FP Use Only</i>	
Org Unit	#
ZOO	8

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Visitor Venue – Oregon Zoo - Zoo Infrastructure and
and Animal Welfare Bond

DATE: April 21, 2011

DRAFTED BY : Joanne Ossanna/ Craig Stroud/Karen Feher

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input type="checkbox"/>	Ongoing	<input checked="" type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input checked="" type="checkbox"/>	One-time	<input type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

PROPOSED AMENDMENT: *Correction in Zoo Bond CIP (CIP Amendment only)*

Metro is currently completing a Comprehensive Capital Master Plan (CCMP) to implement the 2008 Zoo Infrastructure and Animal Welfare Bond that will provide:

- Analysis, recommendations and a strategy for Metro to implement the specific bond projects, as well as sustainability initiatives and infrastructure improvements. This includes refining project scopes through schematic design.
- An overall schedule for all projects based on the optimal project sequencing, timing and estimated duration. This plan will include a schedule for each project.
- An overall bond budget and financing plan with cost estimates for each project based on schematic designs. Adequate contingencies will be included based on the proposed site and complexity of each specific project. The plan will include direct, indirect and overhead costs; construction cost inflation; and assumed timing for cash in- and out-flows. Metro expects the consultant team to balance the final schematic designs for the specific bond projects, sustainability initiatives and infrastructure improvements with available resources.

At the time the proposed budget was submitted, the CCMP work had not progressed far enough to provide reliable project sequencing information to incorporate into the 5-year Capital Improvement Plan. Therefore, information from the current CIP was used for both the proposed budget and the proposed CIP with the knowledge this information would later be adjusted as plans matured.

The CCMP process is expected to conclude in early fall 2011 through Metro Council’s review and formal acceptance of the plan. Given this timeframe, Finance and Regulatory Services (FRS) has concluded that the best action to take at this time is to amend the 5-year CIP as shown in the second table, matched to the proposed and currently available funding. When a final CCMP is reviewed and accepted by Council, any modification to the CIP can be introduced at that time. If the final CCMP indicates that projects can proceed at a faster rate that would include the sale of additional bonds before June 30, 2012, a supplemental budget may be required at that time. The first table, below, is the original proposed CIP information for the zoo bond program. The second table modifies the originally proposed CIP information to reflect the figures in the FY2011-12 proposed budget.

First Table – Originally Proposed CIP

OREGON ZOO								
CIP Project Budget Summary								
		Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	Total
	Zoo Infrastructure and Animal Welfare							
ZIA001	Construction Bond Issuance Costs	149,682	500,000	-	-	-	-	649,682
ZIP001	Veterinary Medical Center	7,017,174	1,873,945	-	-	-	-	8,891,119
ZIP011	Master Planning	997,505	748,129	-	-	-	-	1,745,634
ZIP002	Elephant On-Site Facility	6,159	4,900,000	9,800,000	4,900,000	-	-	19,606,159
ZIP006	Conservation Education Campus	130,000	100,000	-	-	-	-	230,000
ZIP051	Land Use	1,008,000	723,105	-	-	-	-	1,731,105
ZIP005	Primate Exhibit	-	-	-	-	100,000	-	100,000
ZII100	Water & Energy Savings Measures	446,132	-	-	-	100,000	-	546,132
ZIP003	Elephant Off-site Facility	4,812,000	4,800,000	2,388,000	-	-	-	12,000,000
ZIP004	Polar Bear Space Renovation	-	-	-	-	100,000	-	100,000
		14,566,652	13,645,179	12,188,000	4,900,000	300,000	-	45,599,831

Second table – Recommended Amended CIP

OREGON ZOO								
CIP Project Budget Summary								
		Prior Years	2011-12	2012-13	2013-14	2014-15	2015-16	Total
	Zoo Infrastructure and Animal Welfare							
ZIA001	Construction Bond Issuance Costs	149,682	-	500,000	-	-	-	649,682
ZIP001	Veterinary Medical Center	6,154,494	3,100,000	-	-	-	-	9,254,494
ZIP011	Master Planning	1,351,665	600,000	-	-	-	-	1,951,665
ZIP002	Elephant On-Site Facility	42,843	841,025	21,800,000	20,900,000	-	-	43,583,868
ZIP006	Conservation Education Campus	8,893	-	1,900,000	5,100,000	3,300,000	-	10,308,893
ZIP051	Land Use	247,791	150,000	-	-	-	-	397,791
ZIP005	Primate Exhibit	1,500	-	-	-	1,800,000	3,600,000	5,401,500
ZII100	Water & Energy Savings Measures	546,776	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	6,046,776
ZIP003	Elephant Off-site Facility	39,678	-	3,600,000	3,600,000	-	-	7,239,678
ZIP004	Polar Bear Space Renovation	1,500	-	-	3,700,000	10,100,000	6,400,000	20,201,500
ZIP009	Hippo Water Filtration	4,187	-	-	-	300,000	1,500,000	1,804,187
ZIP007	Condor Exhibit	-	-	-	-	-	400,000	400,000
		8,549,009	5,791,025	28,900,000	34,400,000	16,600,000	13,000,000	107,240,034

<i>For FP Use Only</i>	
Org Unit	#
PES	9

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Parks and Environmental Services

DATE: 4/20/11

DRAFTED BY : Maria Roberts

Type of Amendment:	Amendment to:	Purpose:
Technical <input checked="" type="checkbox"/>	Proposed Budget <input checked="" type="checkbox"/>	Operating <input checked="" type="checkbox"/>
Substantive <input type="checkbox"/>	Approved Budget <input type="checkbox"/>	Capital Project <input type="checkbox"/>
		Renewal & Replacement <input type="checkbox"/>

PROPOSED AMENDMENT: – *Implementation of Solid Waste Rate Ordinance*

This amendment to the proposed budget is necessary to incorporate higher fuel price assumptions and to change the source of funds from enterprise revenue to a carry forward from the current year for the Solid Waste Roadmap project already included in the FY 11-12 Proposed Budget. In addition, this amendment implements the FY 2011-12 rates, Ordinance No. 11-1257A.

Org Unit	Fund	Line Items		
		Acct #	Account Title	Amount
Resources Parks and Environmental Services, Solid Waste Operations	Solid Waste Revenue Fund, Operating Account		Beginning Fund Balance	\$250,000
		4300	Disposal Fees	(\$1,966,392)
		4305	Regional System Fee	(\$139,396)
		4330	Transaction Fee	\$262,418
		4342	Organics Fee	\$76,159
		4345	Yard Debris Disposal Fees	(\$57,156)
		Total Resources		(\$1,574,367)
Requirements Parks and Environmental Services, Solid Waste Operations	Solid Waste Revenue Fund, Operating Account	5213	Fuels – Waste Transport	\$445,467
		5293	Disposal Fees	\$78,107
		5296	Transfer Station Operations	(\$131,948)
		5990	Undesignated Fund Balance, Rate Stabilization	(\$1,965,993)
		Total Requirements		(\$1,574,367)

PROGRAM/STAFFING IMPACTS:

There are no impacts on staffing.

<i>For FP Use Only</i>	
Org Unit	#
PES	10

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Parks & Environmental Services

DATE: 4/19/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>	<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Technical <input checked="" type="checkbox"/>	Proposed Budget <input checked="" type="checkbox"/>	Operating <input type="checkbox"/>	Ongoing <input type="checkbox"/>
Substantive <input type="checkbox"/>	Approved Budget <input type="checkbox"/>	Capital Project <input checked="" type="checkbox"/>	One-time <input checked="" type="checkbox"/>
		Renewal & Replacement <input type="checkbox"/>	<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Recognition of Claims Revenue*

In late 2010, a period of freezing weather caused pipes to freeze at a vacant rental home on one of the Natural Area Program's acquisitions. The home had recently been renovated, and when staff visited the home they discovered extensive water damage. Metro determined that the best course of action would be to demolish the house. Demolition expenses were paid from the claim proceeds from the insurer, and staff determined that the balance of the claims revenue should be aside for future parks projects.

This action requests the recognition of the net claims revenue and the transfer of that revenue to the Regional Parks New Project Account (formerly called the Parks Capital Account) reserved for future projects to be determined at a later date.

Fund	Org Unit	Line Items		
		<i>Acct #</i>	<i>Account Title</i>	<i>Amount</i>
<i>Resources</i>				
General Fund (010)	Parks & Environ Services	3500	Beginning Fund Balance	140,000
			Total	\$140,000
<i>Requirements</i>				
General Fund (010)	Parks & Environ Services	5810	Transfer to Parks New Project Acct	140,000
			Total	\$140,000
<i>Resources</i>				
Parks New Project Acct (360)	Parks & Environ Services	3500	Beginning Fund Balance	140,000
			Total	\$140,000
<i>Requirements</i>				
Parks New Project Acct (360)	Parks & Environ Services	5999	Contingency	140,000
			Total	\$140,000

PROGRAM/STAFFING IMPACTS:

None

<i>For FP Use Only</i>	
Org Unit	#
P&D	11

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Planning and Development/Research Center

DATE: April 21, 2011

DRAFTED BY : Kim Ellis

<i>Type of Amendment:</i>	<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Technical <input type="checkbox"/>	Proposed Budget <input checked="" type="checkbox"/>	Operating <input checked="" type="checkbox"/>	Ongoing <input type="checkbox"/>
Substantive <input checked="" type="checkbox"/>	Approved Budget <input type="checkbox"/>	Capital Project <input type="checkbox"/>	One-time <input checked="" type="checkbox"/>
		Renewal & Replacement <input type="checkbox"/>	<input type="checkbox"/>

PROPOSED AMENDMENT: *Climate Smart Communities Scenarios*

In 2009, the Legislature passed House Bill 2001, directing Metro to conduct land use and transportation scenario planning to reduce carbon emissions from cars, small trucks and sport utility vehicles. The legislation also mandates adoption of a preferred scenario after public review and consultation with local governments, and local government implementation through comprehensive plans and land use regulations that are consistent with the adopted regional scenario. The Climate Smart Communities Scenarios effort responds to these mandates.

HB 2001, Section 37 also directs ODOT to provide funding, technical and grant assistance to support this work. ODOT funding is executed through ODOT/Metro IGA No. 27041.

This amendment adds (1) materials and services (M&S) resources, (2) a limited duration Associate GIS Specialist position, and (3) limited duration FTE to an existing limited duration Associate GIS Specialist position. The M&S resources and positions are contingent upon ODOT's share of funding through an amendment to ODOT/Metro IGA No. 27041. ODOT/Metro negotiations were completed on April 11, 2011. The IGA amendment is anticipated to be executed in May 2011.

Org Unit	Fund	Line Items		Amount
		Acct #	Account Title	
Resources				
	General Fund	4110	State Grants - Direct	\$274,416
Requirements				
Research Center	General Fund	5010	Regular, Full-Time-Exempt Associate GIS Specialist (1.0 FTE)	\$59,170
		5010	Regular, Full-Time-Exempt Assistant GIS Specialist (1.0 FTE)	\$53,685
		5020	Regular, Full-Time-Exempt Assistant GIS Specialist (0.6 FTE)	(\$32,211)
		5100	Fringe Benefits	\$30,772
Plan & Develop.	General Fund	5201	General Office Supplies	\$10,000
		5240	Professional Services (interns)	\$10,000
		5280	Other Purchased Services (printing)	\$20,000
		5400	Internal Charges for Service	\$52,500
		5240	Contracted Professional Services	\$70,500
Total Requirements				\$274,416

PROGRAM/STAFFING IMPACTS:

- Add 1.0 limited duration FTE Associate GIS Specialist in the Research Center through 6/30/12
- Increase 0.4 limited duration FTE to be added to an existing 0.6 limited duration Associate GIS Specialist in the Research Center (position #1140) through 6/30/12

ARGUMENTS IN FAVOR OF THE PROPOSED AMENDMENT

Negotiations for the FY 2011-12 ODOT funding were not completed when the proposed COO budget was developed. The M&S and positions are needed to complete scenario planning required of Metro under House Bill 2001, and agreed to through ODOT IGA No. 27041/Metro IGA No. 930147. While focused on reducing transportation-related carbon emissions, the additional resources and positions will build data, tools, communication methods and staff capacity that can be applied in current and future Metro initiatives in support of the region's six desired outcomes and Community Investment Strategy implementation.

OPTIONS FOR FUNDING THIS AMENDMENT

The ODOT funding supplements Metro resources to meet the HB 2001 requirements. ODOT considered a range of funding options and selected state gas tax revenues.

Personnel Request

Fiscal Year 2011-12

ACTION REQUESTED:

Action:		Reclass:		Duration:		Type:	
New position	<input checked="" type="checkbox"/>	Career ladder	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>	Full-time	<input checked="" type="checkbox"/>
FTE Increase	<input type="checkbox"/>	General	<input type="checkbox"/>	Limited	<input checked="" type="checkbox"/>	Part-time	<input type="checkbox"/>
Relcass	<input type="checkbox"/>						

Add 1.0 FTE Associate GIS Specialist

POSITION # AND INCUMBENT:

Associate GIS Specialist, One-year limited duration

DUTIES AND RESPONSIBILITIES:

This position will develop and test run visualization tools, and data communication methods, including illustrative mapping, on reference case and alternative scenarios. This work will be coordinated with the enhancement and synchronization of regional models. This position will also develop and apply analytical methods and illustrative mapping to ensure appropriate documentation of such activities.

JUSTIFICATION:

This position will make the numerical output of staff research more understandable to planners, policy-makers, and the public. Visualization and other data communication techniques will give project stakeholders an immediate overview of the simultaneous display of large volumes of data. These deliverables will also enable GIS analysts, modelers, planners and policy-makers to effectively analyze the impact of scenarios. This work is transferrable to local governments and other MPOs and will support planning and analysis for future research.

BUDGET IMPACT:

	<u>Rate</u>	<u># of hours worked</u>	<u>Amount</u>	<u>Total</u>
Salary	\$28.45	2080	\$59,170	
Fringe:				
Variable-base fringe	39.2%		\$22,594	
Variable-bond recovery			\$0	
Fixed			\$0	
Additional Costs:				
Other (specify)			\$0	
TOTAL NEW COSTS				\$81,764

Anticipated Starting Date of Position: 07/01/11

Funding Source(s): ODOT IGA No. 27041/Metro IGA No. 930147 (HB 2001)

Personnel Request

Fiscal Year 2011-12

ACTION REQUESTED:

Action:		Reclass:		Duration:		Type:	
New position	<input type="checkbox"/>	Career ladder	<input type="checkbox"/>	Ongoing	<input type="checkbox"/>	Full-time	<input type="checkbox"/>
FTE Increase	<input checked="" type="checkbox"/>	General	<input type="checkbox"/>	Limited	<input checked="" type="checkbox"/>	Part-time	<input checked="" type="checkbox"/>
Relclass	<input type="checkbox"/>						

Add 0.4 FTE to existing 0.6 FTE Assistant GIS Specialist.

POSITION # AND INCUMBENT:

Limited duration FTE to be added to existing LD part-time DRC staff (position #1140)

DUTIES AND RESPONSIBILITIES:

This position will develop a multi-modal transportation database that will test a methodology for integrating trails, bike paths, sidewalks and streets into an integrated network for use with a sketch-planning tool and the regional travel demand model.

JUSTIFICATION:

This task will build on a multi-modal data inventory that DRC staff have recently completed. The database will be used in support of transportation modeling to meet state and regional requirements.

BUDGET IMPACT (for FTE increases or reclasses include only the new or additional cost):

	<u>Rate</u>	<u># of hours worked</u>	<u>Amount</u>	<u>Total</u>
Salary	\$25.81	832	\$21,474	
Fringe:				
Variable-base fringe	39.2%		\$8,178	
Variable-bond recovery			\$0	
Fixed			\$0	
Additional Costs:				
Other (specify)				
TOTAL NEW COSTS				\$29,652

Anticipated Starting Date of Position: 07/01/11

Funding Source(s): ODOT IGA No. 27041/Metro IGA No. 930144 (HB 2001 Funds)

<i>For FP Use Only</i>	
Org Unit	#
P&D	12

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Development Center

DATE: April 21, 2011

DRAFTED BY : Lisa Miles

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Development Opportunity Fund project carry forward*

Carryover funding in the amount of \$83, 662 of Development Opportunity funds is requested to support the following projects under way in the Development Opportunity Center that will not be fully completed by June 30, 2011:

PSU Ecological Learning Plaza (\$40,000): A Green Innovation Grant Agreement with Portland State University (Contract #930355) is in place to fund the installation of living wall prototypes at the plaza for the purpose of better understanding best practices for living wall design and to assess the ecological benefits of these innovative features. PSU Students will begin constructing the project during a Design-build studio to be held in the summer term, and the University will monitor the installations and report on research findings over a period of 2 years.

Nevue Ngan Associates (\$18,662): A Flexible Services Contract is in place with Nevue Ngan Associates (Contract #929667) to provide design services for the living wall installations at the new PSU Ecological Learning Plaza. Under this contract, Nevue Ngan spearheaded an initial design charrette for the project in September 2010, but detailed design work was put on hold over the winter until the specific terms of the grant agreement with PSU were negotiated and that agreement executed. With that agreement now finalized, design work will progress over the course of the spring, construction of hardscape elements will occur this summer and the consultant will oversee planting of the living walls in late fall, the preferred season to establish plant growth.

Milwaukie Storefront Improvement Program (\$25,000): A Façade Improvements Pilot Program Grant Agreement with the City of Milwaukie (Contract #930508) was approved in March 2011 by the Milwaukie City Council. Under this agreement, payments will be made on a reimbursement basis after property owners have implemented the planned improvements.

Org Unit	Fund	Line Items		
		Acct #	Account Title	Amount
Resources	General Fund - 010	3500	Beginning Fund Balance	\$83,662
			Reserve for Future Planning Needs (Dev. Opp. Fund)	
Requirements				
Planning &	General Fund - 140	5445	Grant & Loans	\$65,000
Development		5240	Contracted Professional Services	\$18,662
			Total Requirements	\$83,662

PROGRAM/STAFFING IMPACTS:

No staffing impacts are anticipated as a result of this carryover.

<i>For FP Use Only</i>	
Org Unit	#
SUS	13

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center – Conservation Education

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Intertwine Conservation Education Effort*

Request the carryover of FY10-11 resources to complete the regional convening effort. The original intent of the conservation education effort was to culminate in a regional summit/event announcing ongoing involvement in May 2011. As work has progressed, Intertwine Conservation Education Task Force has determined that there is significant work remaining before the regional summit can be held. The Task Force is currently recruiting for a Leadership Council that will call for the summit in the first half of FY 2011-12.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
General Fund	Sustainability Center	3500	Beginning Fund Balance	26,000
			Total	\$26,000
Requirements				
General Fund	Sustainability Center	5240	Contracted Prof Services	26,000
			Total	\$26,000

PROGRAM/STAFFING IMPACTS:

This carryover secures the transition of this effort from Metro to the Intertwine. It recognizes that the regional summit initially scoped in the budget amendment creating this effort is best sponsored by many partners, as a joint effort, not a stand-alone event. The original \$45,000 has seeded progress to date, including leveraging almost 600 hours of time donated by regional partners to craft a proposed sustaining structure for maintaining the region’s educational offerings in sustainability, conservation and the Intertwine.

<i>For FP Use Only</i>	
Org Unit	#
SUS	14

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center

DATE: April 13, 2011

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Public Electric Vehicle Charging Stations*

One-time funding was allocated to the Sustainability Program during FY 2010-11 for installation of public electric vehicle (EV) charging stations at Metro facilities. Metro submitted a letter of intent in May 2011 to eTec (now called ECOtality) for hosting EV charging stations through the federally-funded EV Project (www.ecotalityna.com/PHEV-activities/the-ev-project.php). This letter of intent serves as the expression of the intent by Metro to serve as a Charging Site Host for The EV Project. The purpose of the project is to:

- Further demonstrate Metro’s leadership in contributing to and protecting a healthy environment for the community; and
- Make it convenient for employees, Metro clients, and the public to charge their new electric vehicles while working at Metro, doing business here, or visiting one of its venues.

Up to \$17,500 of federal grant funding was offered to Metro for the cost of charging stations at the three Metro sites; Metro would pay the difference estimated at a minimum of \$4,000. While the cost to Metro for this project may be less than \$10,000 due to federal grant contributions, we request a carryover of the full \$10,000 so that funds are available for any additional installation costs that may be incurred for the project. The final cost to Metro for installation of the charging stations will not be known until the contract negotiation process is complete.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
Solid Waste Fund	Sustainability Center	3500	Beginning Fund Balance	10,000
			Total	\$10,000
Requirements				
Solid Waste Fund	Sustainability Center	5240	Contracted Prof Services	10,000
			Total	\$10,000

PROGRAM/STAFFING IMPACTS:

A carryover of these funds will allow more time for OMA to complete their review of the proposed agreement with ECOtality, and for Metro to have sufficient time to install the charging stations. The EV Project is scheduled to wrap up by fall 2011, so the project would be completed by the end of the first quarter of FY 11-12.

<i>For FP Use Only</i>	
Org Unit	#
SUS	15

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center - Climate

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Climate Prosperity Project Implementation*

The reason for the carryover is to allow additional time for the Climate Prosperity Project to be integrated into the work plan of the newly formed Regional Economic Development Group, Greenlight Greater Portland. These funds were originally added to the budget with the intent of providing matching funds with the private sector for development of the Climate Prosperity Greenprint. The Portland Sustainability Institute (PoSI) is the project manager for this program. They are still trying to raise the private sector funds, and Metro does not intend to make payment to PoSI until the matching funds are in place. However, since PoSI is still actively trying to raise the funds, staff believes it is important to honor the commitment to provide matching funds.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
General Fund	Sustainability Center - Climate	3500	Beginning Fund Balance	20,000
			Total	\$20,000
Requirements				
General Fund	Sustainability Center - Climate	5240	Contracted Prof Services	20,000
			Total	\$20,000

PROGRAM/STAFFING IMPACTS:

This carryover is needed to complete implementation of priority actions related to the Climate Prosperity Greenprint.

<i>For FP Use Only</i>	
Org Unit	#
SUS	16

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center – Intertwine

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Intertwine Conservation Regional System Funding/Design*

Request the carryover of FY10-11 resources to complete the regional system funding and design efforts. This is work that Metro has committed to as part of the launching of the Intertwine Alliance.

Intertwine website – Contracts are in place with an outside vendor and the Research Center to develop the Intertwine website. Once the initial development work is complete, the website will be hosted and maintained by the Intertwine Alliance organization. Metro, through the Sustainability Center and Research Center will have an ongoing role in providing data and content to the Intertwine website.

Trail Signage – Staff have been working on developing signage, but installation will not be complete by June 30. Staff is currently in the process of getting a vendor under contract to complete the work.

Conservation Strategy – Metro is a partner in the Intertwine Alliance conservation petal working to develop a regional conservation strategy (RCS). The RCS development is being led by the Columbia Land Trust. Metro committed to helping fund the development of the strategy. Many organizations have contributed to the project, but this carryover is needed to finalize the product.

Other projects – Metro staff are managing two smaller projects as part of the regional system design. One is for evaluating connecting the Intertwine with economic development and the other is for analysis of trail usage data collected by Metro. Both projects will be under contract by June 30, but the work will not be complete.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
General Fund	Sustainability Center	3500	Beginning Fund Balance	115,000
			Total	\$115,000
Requirements				
General Fund	Sustainability Center	5240	Contracted Prof Services	115,000
			Total	\$115,000

PROGRAM/STAFFING IMPACTS:

This carryover allows the regional system effort to continue the work began in FY 2010-11. In addition, the proposed budget for FY 2011-12 includes the extension of a limited duration planner position to coordinate and complete the regional system funding and design efforts.

<i>For FP Use Only</i>	
Org Unit	#
SUS	17

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center – Science and Stewardship

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Forest Management Project Carryover*

Request the carryover of FY10-11 resources to complete forest management work at Metro’s Agency and Ennis properties including data collection, thinning, road management and consulting. Staff have issued a Request for Proposals (RFP) and anticipate having a vendor under contract by June 1, 2011. A portion of the work described in the RFP will be completed by June 30, but this carryover recognizes that the remaining portions will need to be completed over the summer.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
General Fund	Sustainability Center	3500	Beginning Fund Balance	12,000
			Total	\$12,000
Requirements				
General Fund	Sustainability Center - Climate	5250	Contracted Prop Services	12,000
			Total	\$12,000

PROGRAM/STAFFING IMPACTS:

This funding is needed to complete the forest management work at the Agency and Ennis properties consistent with the stabilization plan.

<i>For FP Use Only</i>	
Org Unit	#
SUS	18

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center – Natural Areas Land Mgmt

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>	
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing	<input type="checkbox"/>
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time	<input checked="" type="checkbox"/>
				Renewal & Replacement	<input type="checkbox"/>		<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Hazardous Materials Storage Building*

Request the carryover of FY 2010-11 resources to purchase a hazardous materials storage building so that fuel and chemicals at the SW Borland Rd. maintenance yard are safely and legally stored. The new proposed building will come completely outfitted with appropriate ventilation, heating, spill and fire protection and an emergency eyewash station. A new filling pad and bioswale will be developed adjacent to the building to capture and treat any potential spill during filling and mixing.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
Resources				
General Fund	Sustainability Center	3500	Beginning Fund Balance	25,500
			Total	\$25,500
Requirements				
General Fund	Sustainability Center	5720	Buildings & Related Exp	25,500
			Total	\$25,500

PROGRAM/STAFFING IMPACTS:

Currently fuel and chemicals are being stored in a small wooden shed that is not in compliance with both Oregon Department of Agriculture and OSHA storage standards, putting staff and potentially the Tualatin River at risk.

REVISED TEXT

<i>For FP Use Only</i>	
Org Unit	#
SUS	16

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center – Intertwine

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>		<i>Amendment to:</i>		<i>Purpose:</i>		<i>Status:</i>
Technical	<input checked="" type="checkbox"/>	Proposed Budget	<input checked="" type="checkbox"/>	Operating	<input checked="" type="checkbox"/>	Ongoing
Substantive	<input type="checkbox"/>	Approved Budget	<input type="checkbox"/>	Capital Project	<input type="checkbox"/>	One-time
				Renewal & Replacement	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Intertwine Conservation Regional System Funding/Design*

Request the carryover of FY10-11 resources to complete the regional system funding and design efforts. This is work that Metro has committed to as part of the launching of the Intertwine Alliance.

Intertwine website – Contracts are in place with an outside vendor and the Research Center to develop the Intertwine website. Once the initial development work is complete, the website will be hosted and maintained by the Intertwine Alliance organization. Metro, through the Sustainability Center and Research Center will have an ongoing role in providing data and content to the Intertwine website.

Trail Signage – Staff have been working on developing signage, but installation will not be complete by June 30. Staff is currently in the process of getting a vendor under contract to complete the work.

Conservation Strategy – Metro is a partner in the Intertwine Alliance conservation plan working to develop a regional conservation strategy (RCS). The intent of the RCS is to pull together twenty years of conservation planning and create an integrated blueprint for regional conservation that will help government, nonprofit and private organizations care for and restore thousands of acres of natural areas and create habitat for wildlife. The RCS development is being led by the Columbia Land Trust. Metro committed to helping fund the development of the strategy. Many organizations have contributed to the project, but this carryover is needed to finalize the product.

Other projects – Metro staff are managing two smaller projects as part of the regional system design. One is for evaluating connecting the Intertwine with economic development and the other is for analysis of trail usage data collected by Metro. Both projects will be under contract by June 30, but the work will not be complete.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
<i>Resources</i>				
General Fund	Sustainability Center	3500	Beginning Fund Balance	115,000
			Total	\$115,000
<i>Requirements</i>				
General Fund	Sustainability Center	5240	Contracted Prof Services	115,000
			Total	\$115,000

PROGRAM/STAFFING IMPACTS:

This carryover allows the regional system effort to continue the work began in FY 2010-11. The proposed budget for FY 2011-12 also includes the extension of a limited duration planner position to coordinate and complete this phase of the Intertwine work program.

REVISED TEXT

<i>For FP Use Only</i>	
Org Unit	#
SUS	13

AMENDMENT TO FY 2011-12 BUDGET

CENTER/SERVICE: Sustainability Center – Conservation Education

DATE: 4/20/11

DRAFTED BY : Brian Kennedy

<i>Type of Amendment:</i>	<i>Amendment to:</i>	<i>Purpose:</i>	<i>Status:</i>
Technical <input checked="" type="checkbox"/>	Proposed Budget <input checked="" type="checkbox"/>	Operating <input checked="" type="checkbox"/>	Ongoing <input type="checkbox"/>
Substantive <input type="checkbox"/>	Approved Budget <input type="checkbox"/>	Capital Project <input type="checkbox"/>	One-time <input checked="" type="checkbox"/>
		Renewal & Replacement <input type="checkbox"/>	<input type="checkbox"/>

Note: If the purpose of the amendment is for a capital or renewal and replacement project please attach a revised 5-year CIP sheet

PROPOSED AMENDMENT: *Intertwine Conservation Education Effort*

Request the carryover of FY10-11 resources to complete the regional convening effort. The goal of the Intertwine Conservation Education Petal is to improve stewardship of the region’s natural areas, trails and parks through a strategy developed by providers and supports of conservation education. The original intent of the conservation education effort was to culminate in a regional summit/event announcing ongoing involvement in May 2011. As work has progressed, Intertwine Conservation Education Task Force has determined that there is significant work remaining before the regional summit can be held. The Task Force is currently recruiting for a Leadership Council that will call for the summit in the first half of FY 2011-12.

Fund	Org Unit	Line Items		
		Acct #	Account Title	Amount
<i>Resources</i>				
General Fund	Sustainability Center	3500	Beginning Fund Balance	26,000
			Total	\$26,000
<i>Requirements</i>				
General Fund	Sustainability Center	5240	Contracted Prof Services	26,000
			Total	\$26,000

PROGRAM/STAFFING IMPACTS:

This carryover secures the transition of this effort from Metro to the Intertwine. It recognizes that the regional summit initially scoped in the budget amendment creating this effort is best sponsored by many partners, as a joint effort, not a stand-alone event. The original \$45,000 has seeded progress to date, including leveraging almost 600 hours of time donated by regional partners to craft a proposed sustaining structure for maintaining the region’s educational offerings in sustainability, conservation and the Intertwine.