

Meeting:Metro Council Work SessionDate:Tuesday, Nov. 29, 2011Time:2 p.m.Place:Council Chambers

CALL TO ORDER AND ROLL CALL

2 PM	1.	ADMINISTRATIVE/ COUNCIL AGENDA FOR DECEMBER 1, 2011/CHIEF OPERATING OFFICER COMMUNICATIONS	
2:15 PM	2.	WEST HAYDEN ISLAND – <u>INFORMATION /</u> <u>DISCUSSION</u>	Cotugno
2:45 PM	3.	BLUE LAKE DISC GOLF – <u>INFORMATION /</u> <u>DISCUSSION</u>	Patterson Kennedy
3 PM	4.	COUNCIL BRIEFINGS/COMMUNICATION	

ADJOURN

Agenda Item Number 2.0

WEST HAYDEN ISLAND

Metro Council Work Session Tuesday, Nov. 29, 2011 Metro Council Chamber

1CWMETRO COUNCIL

Work Session Worksheet

Presentation Date: <u>11-29-2011</u> Time: <u>2:15 pm</u> Length: <u>30 minutes</u>

Presentation Title: <u>West Hayden Island</u>

Service, Office, or Center: Office of the COO

Presenters (include phone number/extension and alternative contact information): _____Andy Cotugno _(xt. 1763)____

ISSUE & BACKGROUND

- In 1984, West Hayden Island was brought into the UGB by the Metro Council for deep draft marine terminal development.
- In 2004, the Metro Council established development limits on Regionally Significant Industrial Land and designated West Hayden Island.
- In 2005, the Metro Council established the Nature in Neighborhoods program through adoption of Title 13 to the Urban Growth Management Functional Plan. Among other things, it designated West Hayden Island as a moderate conservation area and called for the City of Portland, in cooperation with the Port of Portland, to develop a district plan for West Hayden Island to reconcile the conflicting policy intents (for marine terminal development and natural area protection).
- In July, 2010 the Portland City Council completed Phase 1 of their West Hayden Island process and directed the Bureau of Planning and Sustainability to proceed with Phase 2 to develop a concept plan for development of no more than 300 acres for marine terminal and associated rail and road infrastructure and at least 500 acres of natural area protection and restoration. The intent of the concept plan is to develop a recommendation for the City Council to consider for annexation and zoning. To accompany the recommended zoning and annexation, the City Council also directed that a series of studies be completed to provide the information needed to judge whether to approve the annexation and zoning to include such issues as transportation impacts, public infrastructure requirements, a cost/benefit analysis, opportunities for coordination with the Port of Vancouver, updated Columbia River cargo forecasts, etc. (the full list of directed studies is attached).
- In December, 2010 the Bureau of Planning and Sustainability formed the West Hayden Island Advisory Committee to provide input and recommendations. The Advisory Committee is comprised of representatives from environmental organizations, business, the surrounding neighborhoods, the Port of Portland Marine Director and Metro. Metro's representative is Andy Cotugno.
- If the City Council approves annexation and zoning, it will be accompanied with plans for addressing Metro's Title 13 requirements and Metro will need to evaluate their adequacy.
- If the City Council approves annexation and zoning, it does not mean construction of a new marine terminal immediately. Marine terminals are largely a private investment and construction would be in response to a specific agreement with a

specific investor. At that time, there would be further environmental studies and requirements for mitigation under the newly adopted Portland zoning code, state environmental requirements and federal requirements under the National Environmental Policy Act, Clean Water Act and Endangered Species Act.

Further information can be accessed through the City of Portland Website at: <u>http://www.portlandonline.com/bps/index.cfm?c=53710</u>

Attached are the following documents:

- 1. Concept A Provides a concept for development within a 300 acre area that stays within the power easements and results in preservation of shallow water habitat on the south shore of the island. It also reflects an active level of recreation with a picnic area and numerous trails and viewing areas. Access is provided both with a new bridge to West Hayden Island and through East Hayden Island.
- 2. Concept B Provides a concept that does not encroach west as much into the hardwood forest patch but extends south and encroaches into the shallow water habitat. It also reflects more passive and limited recreation opportunities. Access is only provided through East Hayden Island.

Note: the concepts are for exploratory purposes only and the preferred concept could include elements from either concept. They demonstrate that the operational requirements for two marine terminals and rail facilities can be accommodated and that there are tradeoffs for habitat preservation.

- 3. Slide Show
- 4. Technical Reports Provides a brief description of the 15 technical reports called for by the Portland City Council.

OPTIONS AVAILABLE

Since the past actions of the Metro Council created conflicting expectations for West Hayden Island, there is a new for added guidance to staff to represent at the Advisory Committee meetings.

IMPLICATIONS AND SUGGESTIONS

While the decisions rest with the Portland City Council, they must comply with requirements from Metro. If the City Council does not choose to approve the annexation and zoning, there is an element of the 20-year land inventory that is not available and because of the type of land use, hard to replace. If the City Council does choose to approve the annexation and zoning, it must include sufficient protection, restoration and mitigation of the natural areas to be consistent with Title 13.

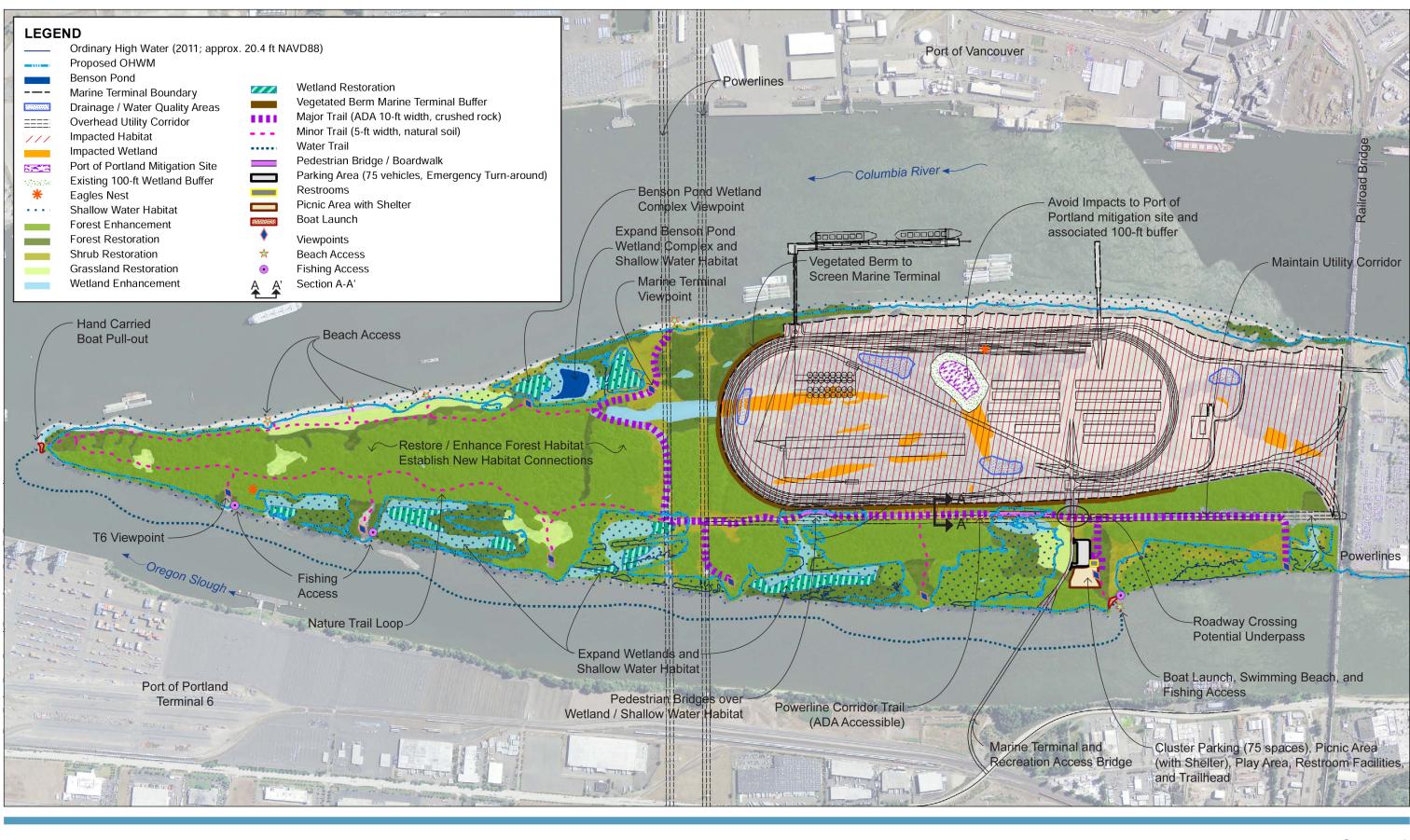
QUESTION(S) PRESENTED FOR CONSIDERATION

The Phase 2 process is midway through the analysis. There is sufficient information from the concepts to better understand tradeoffs but adequate time to be responsive to concerns and preferences. The Bureau is in a public outreach phase to collect

information on elements of the two concepts for which there are preferences and whether any of the elements are unacceptable.

Metro staff has provided input that terminal layout for Concept B is preferred because preserving a larger forest patch is more important than shallow water habitat for both wildlife and public education. This is based upon the value of larger patches, especially in such an urban area and along the flyway comprised of Forest Park, Smith and Bybee Lakes, West Hayden Island, Vancouver Lake and Ridgefield Wildlife Area. Interest in a new bridge to Marine Drive is dependent upon the truck volumes of the specific terminal type. There is a preference for limiting active recreation uses in the wildlife area.

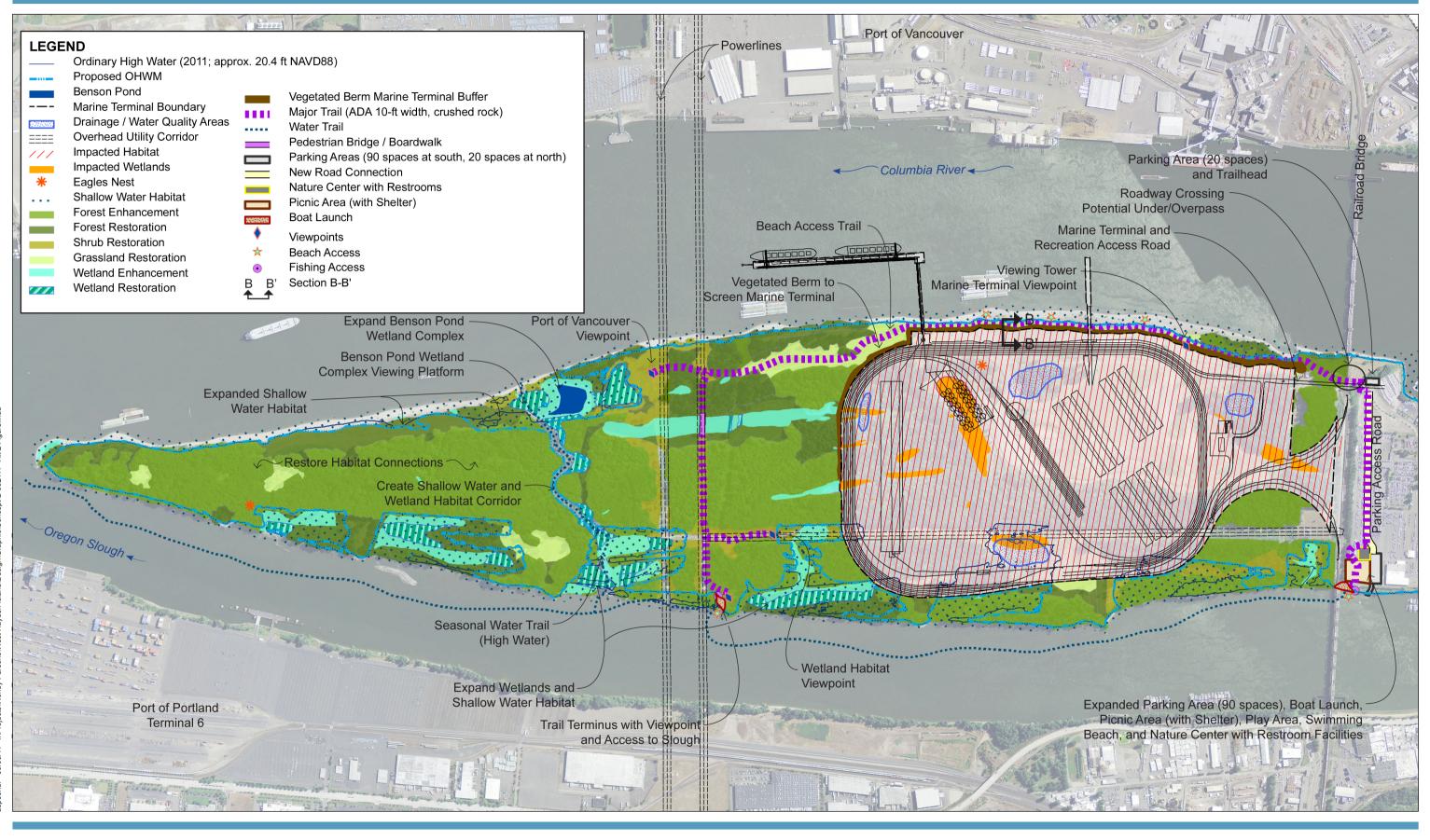
LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION __Yes _X_No DRAFT IS ATTACHED ___Yes _X_No



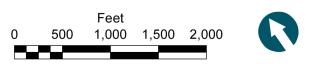




Concept A Open Space, Habitat, and Recreation Concepts West Hayden Island







Concept B Open Space, Habitat, and Recreation Concepts West Hayden Island



West Hayden Island Planning Project

October 12, 2011 Concept Plan Alternatives Open House





Project Purpose: Resolve how West Hayden Island will be used in the future

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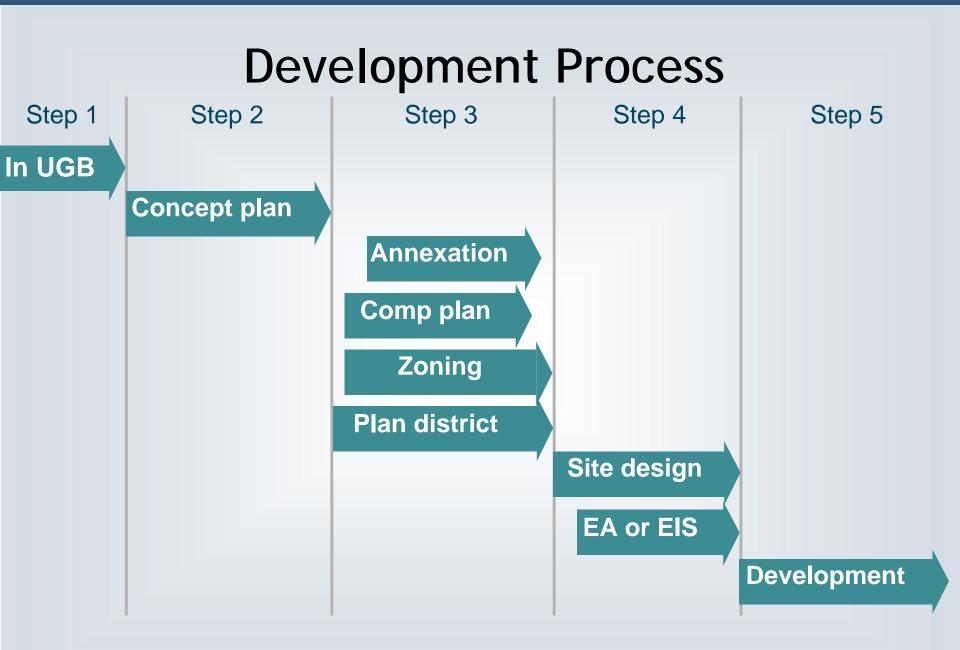
Project Sequence:

- Foundation studies + answer technical questions
- Prepare concept plan
- Consider annexation and develop zoning (plan district) and implementing agreements

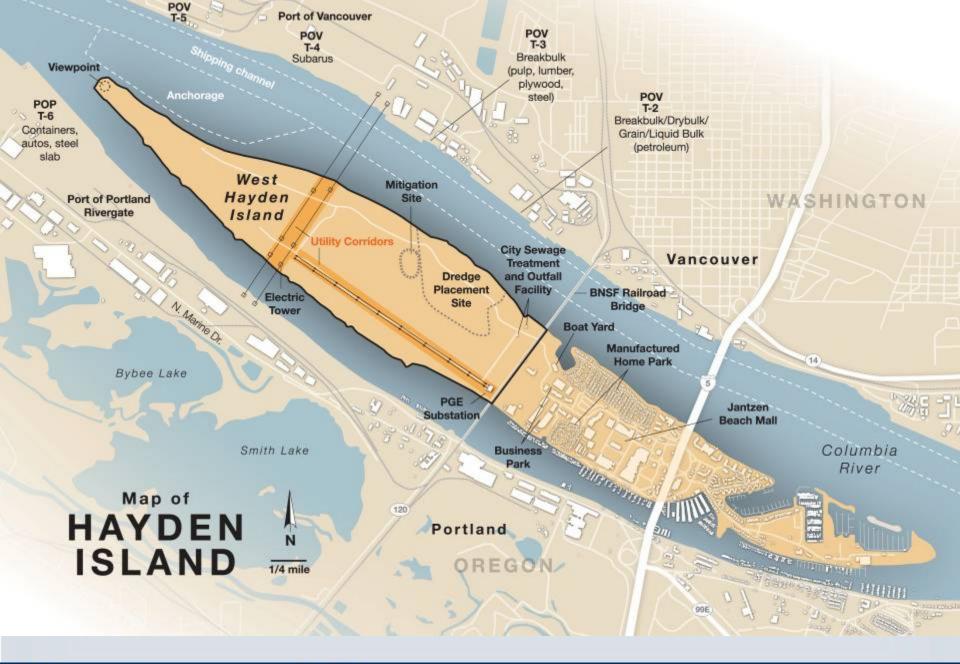












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Why Now?

- The Columbia River Crossing project and the Hayden Island Neighborhood Plan (2009)
- An update to the City's Comprehensive Plan is underway. As part of the Comprehensive Plan, the City is required to document supply and demand for industrial lands in Portland.



Resolution 36805:

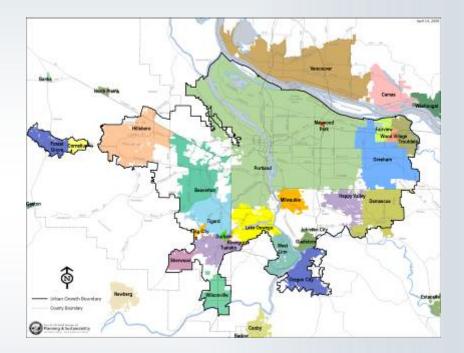
- Directed BPS to develop a legislative proposal for annexation of WHI.
- Directed BPS to develop a concept plan to protect at least 500 acres of open space, and identify no more than 300 acres for future deep water marine terminal
- Directed additional studies, including: access plans and traffic impacts, land management options, Port-to-Port coordination opportunities, Benefit-Cost Analysis, etc.





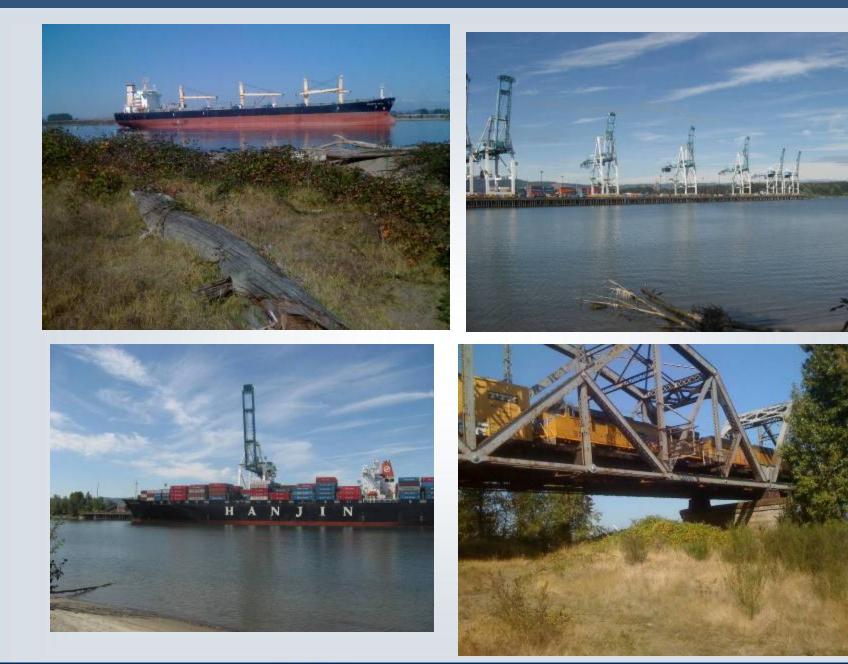
Metro's Regional Policy

- In 1983, Metro incorporated WHI into the Urban Growth Boundary for marine industrial uses.
- In 2004, Metro designated the site as Regionally Significant Industrial.
- In 2005, Metro identified WHI as a moderate habitat conservation area.
- Directed City to meet both objectives with Plan District approach









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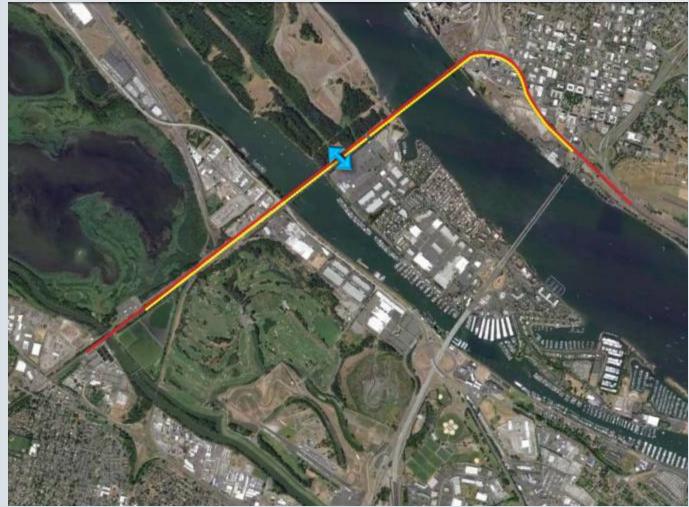
Economic Features of Island

- Adjacent to Columbia River Shipping Channel.
- Between Port of Portland's Terminal 6 and the Port of Vancouver, Washington.
- Proximity to Rail, Interstates and Airport.
- Parcel size provides flexibility for different types of marine terminals.





Existing Site Characteristics Rail Access



10,000 ft. Train

8,000 ft. Train

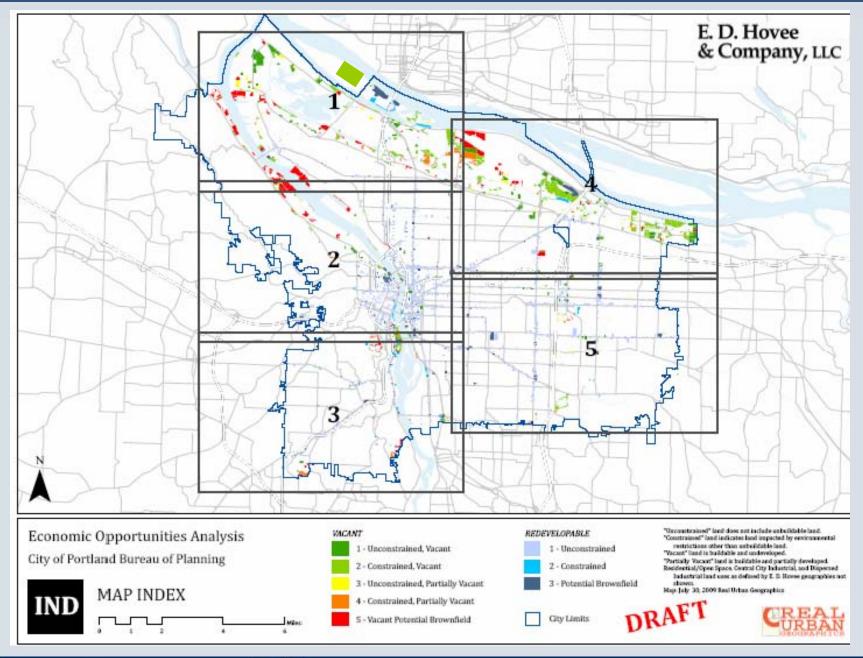
WHI Access Point



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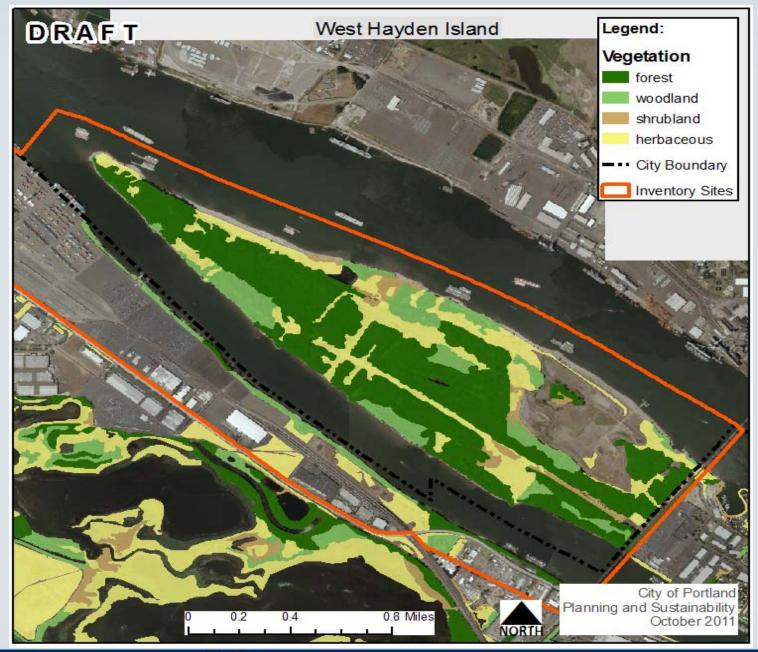


Environmental Features of Island

- Part of Regional Network of natural areas.
- Habitat for migrating birds and other species including species of concern.
- Large area of Cottonwood Forest, wetlands, meadows, beaches.
- Shallow sandy areas provides habitat areas for juvenile salmon.





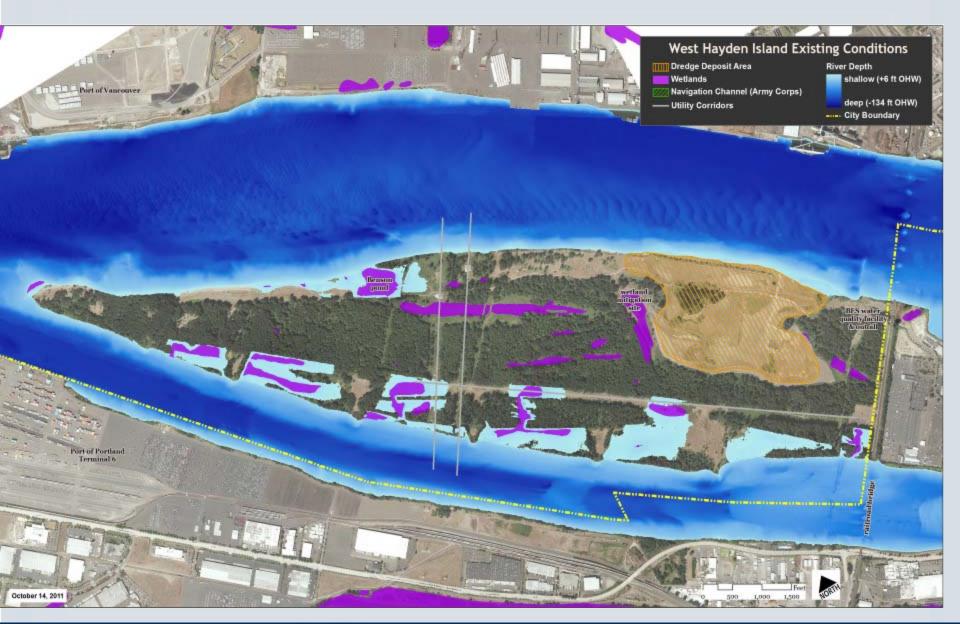


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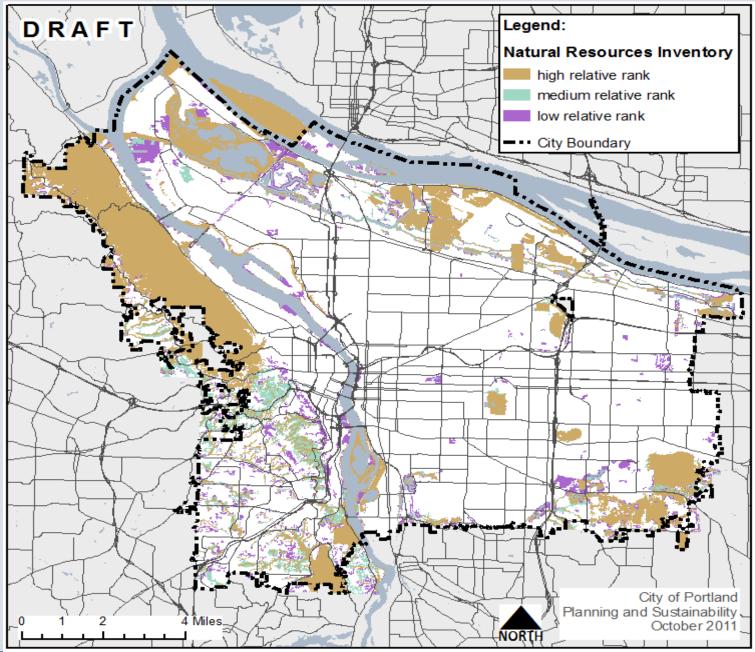
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Advisory Committee

- Susan Barnes, Oregon Department of Fish and Wildlife
- Andrew Colas, Colas Construction, NAMC
- Andy Cotugno, METRO
- Pam Ferguson, Island Resident
- Don Hanson, BPS Planning & Sustainability Commission
- Chris Hathaway, Lower Columbia River Estuary Partnership
- Brian Owendoff, Portland Business Alliance
- Emily Roth, Portland Parks and Recreation
- Sam Ruda, Port of Portland
- Bob Sallinger, Audubon Society
- Bob Tackett, NW Labor Council
- Victor Viets, Island Resident





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Goals of the Concept Plan

- Use as a planning basis to draft zoning recommendations and annexation agreement for council consideration.
- Key elements:
 - Rail
 - Infrastructure (access roads, bridge)
 - Passive recreation
 - Natural areas

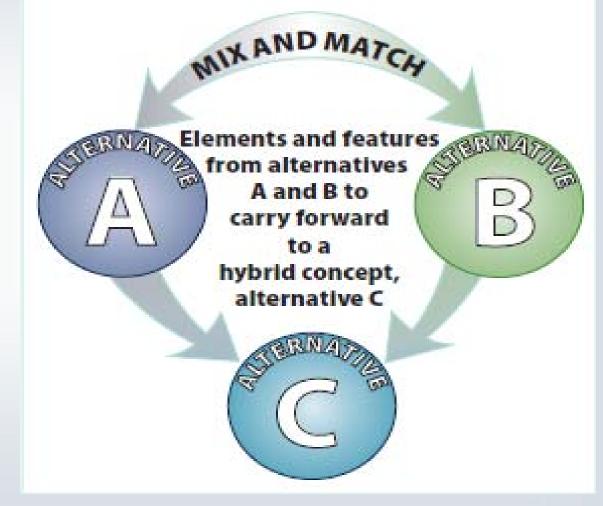
Neither the city nor the Port intend to use this concept plan as a blueprint for immediate development; rather, it will assist the City in understanding future options, to inform the creation of zoning and code language to guide future **potential** development.





What would we like you to do this evening?

- Visit the displays and fill out your comment cards
- Highlight features you like and don't like, or that may be missing
- Mix and match elements from the different plans





What do we want to accomplish through this process?

- Identify types and location of uses
- Development parameters/standards to considerwhat is allowed vs. restricted (for the zoning/Plan District)
- Base information to evaluate benefits/costs of annexation, and perform ESEE analysis





Public Process and Involvement

- Concept plans are available for public review and comment on the project website: September 26 – November 7.
- October 12 & 15: Open Houses
- October 18-27: Office Hours on the island
- October 21: Project Advisory Committee will meet to discuss the draft plans and informed by public input, will provide staff and the consultants direction for a single concept plan





Next Steps

- Worley Parsons refines the concept plan based on public and Advisory Committee feedback in November-December 2011
- BPS staff will begin drafting zoning recommendations and an annexation agreement in November 2011
- Draft Benefits/Costs Report in March 2012
- Planning Commission and Council hearings to consider legislative proposal for annexation in May-June 2012







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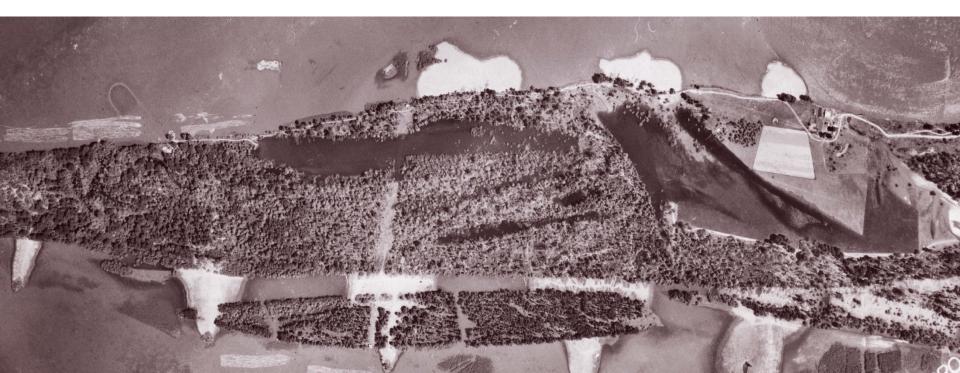






WorleyParsons

West Hayden Island Concept Plans





AGENDA

PRESENTATION OUTLINE

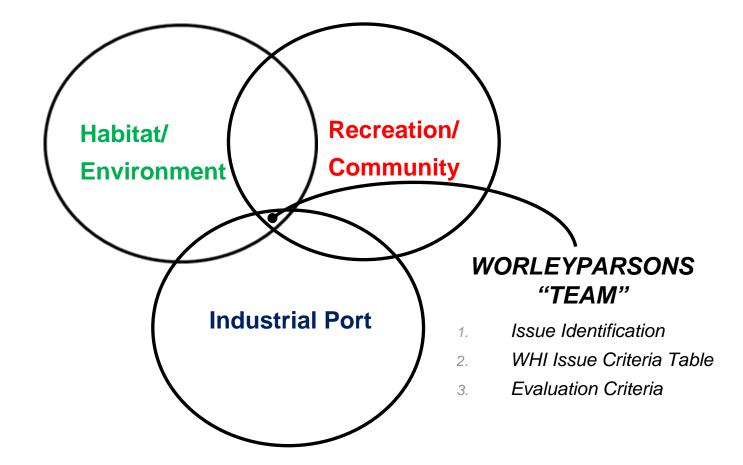
- 1. BACKGROUND INFORMATION
- 2. DRAFT CONCEPT PLAN(S) PRESENTATION
 - Terminal Operations and Transportation
 - Environmental/Recreational Components
- 3. QUESTIONS







BACKGROUND







Draft Concept Plans - Discussion

- "Draft" concepts for review and comment
- Concept Plans are not exclusive of one another
- Off-site considerations were not part of these plans







TERMINAL CONCEPT PLAN - ALTERNATIVE A

- Terminal Products (Multiple Bulk Products, Autos)
- Rail Infrastructure

WorleyParsons

resources & energy

- 1. A/D in both directions,
- 2. 4 staging trains on site,
- 3. 10,000 foot train length,
- 4. Train Specs to BN Standards
 - switches are No.11,
 - maximum curvature of 7° 30',
 - Track center to center distance 15'
 - Track center to center distance between bulk, auto and staging tracks 21'

Transportation Access

- 1. Vehicular from either East Hayden Island or Marine Drive (Truck and passenger)
- 2. Marine (barge/vessel) from Columbia River Main Channel
- 3. Rail North/South (I-5 route)
- Site Elevation 30' (Main Line Rail Elev: 50')

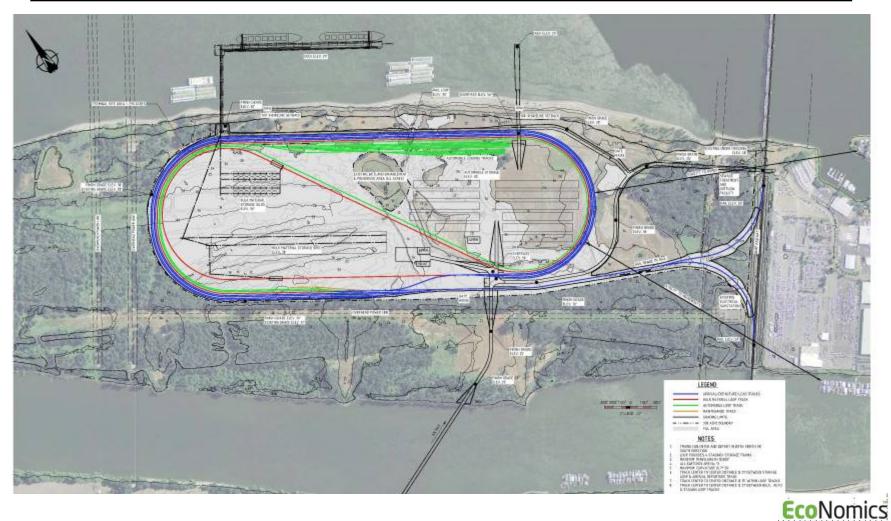


CONCEPT PLANS "DRAFT"





TERMINAL CONCEPT PLAN – REPRESENTATIVE ALTERNATIVE A





TERMINAL CONCEPT PLAN - ALTERNATIVE B

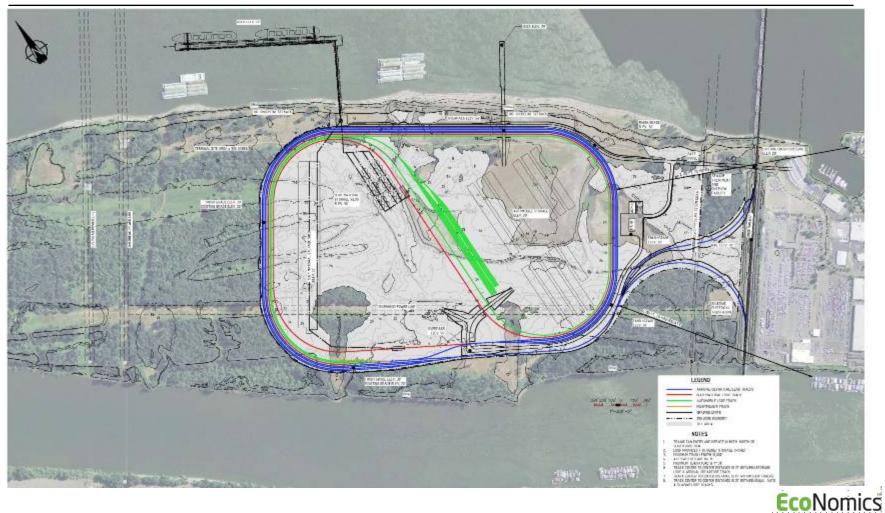
- Terminal Products (Multiple Bulk Products, Autos)
- ► Rail Infrastructure
 - 1. A/D in both directions,
 - 2. 4 staging trains on site,
 - 3. 10,000 foot train length,
 - 4. Train Specs to BN Standards
 - switches are No.11,
 - maximum curvature of 7° 30',
 - Track center to center distance 15'
 - Track center to center distance between bulk, auto and staging tracks 21"
- Transportation Access
 - 1. Vehicular from East Hayden Island (Truck and passenger)
 - 2. Marine (barge/vessel) from Columbia River Main Channel
 - 3. Rail North/South (I-5 route)
- ▶ Site Elevation 30' (Main Line Rail Elev: 50')







TERMINAL CONCEPT PLAN – REPRESENTATIVE ALTERNATIVE B





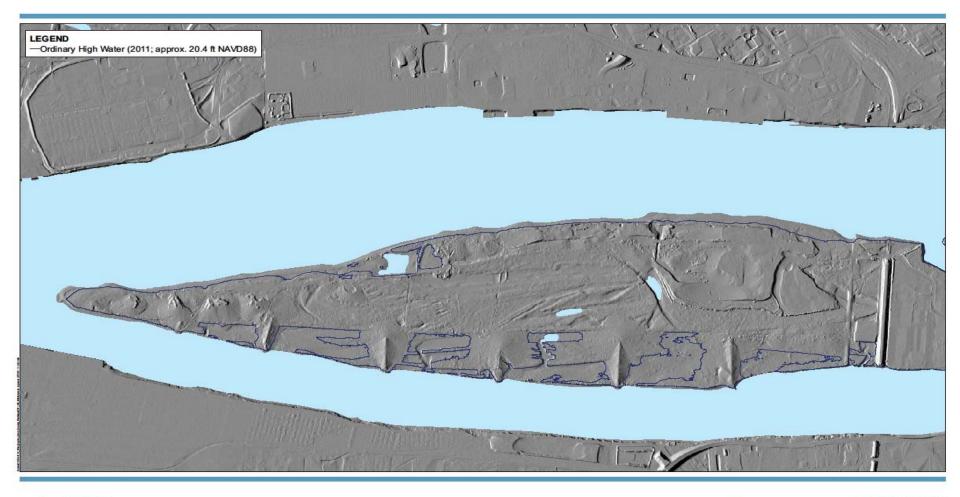
TERMINAL CONCEPT PLAN – ENV./REC.



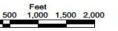




TERMINAL CONCEPT PLAN – TOPOGRAPHY







Hillshade / Landform Environmental and Recreation Design West Hayden Island



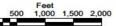


TERMINAL CONCEPT PLAN – VEGETATION/WETLAND





NOTES: Aerial imagery provided by NAIP 2009. Wetlands and vegetation types provided by City of Portland's Draft Natural Resource Inventory 2011.





Existing Vegetation Types Environmental and Recreation Design West Hayden Island





TERMINAL CONCEPT PLAN – WILDLIFE/RIPARIAN





NOTES: Aerial imagery provided by NAIP 2009. Riparian Corridor and Wildlife Habitat Relative Resource Value rankings provided by City of Portland's Draft Natural Resource Inventory 2011.

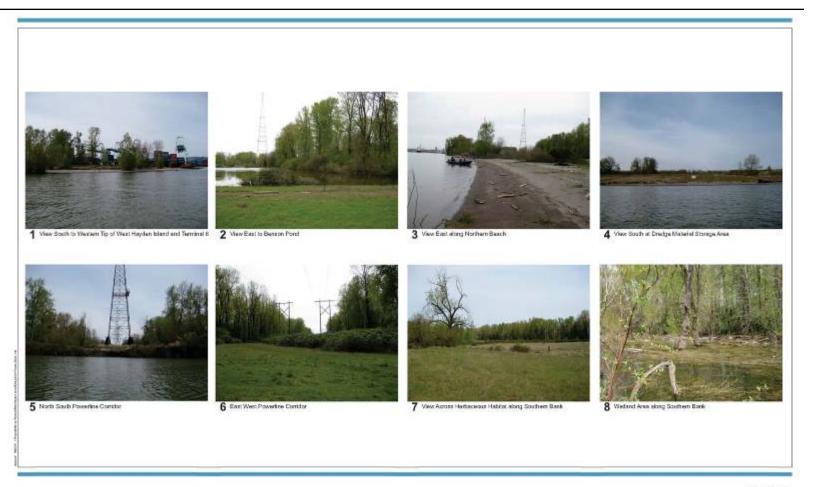


Riparian Corridor and Wildlife Relative Resource Value Rankings Environmental and Recreation Design West Hayden Island





TERMINAL CONCEPT PLAN – EXISTING CONDITIONS





Site Photos Environmental and Recreation Design West Hayden Island





ENV./REC. CONCEPT PLAN - ALTERNATIVE A

- South Access via Oregon Slough Bridge (Marine Drive)
- Open Space and Recreation
 - 1. Intensive recreation facilities are located in grassland area adjacent to new bridge and south of marine terminal
 - 2. Large, flat open area is well suited for picnicking and other recreational uses and provides a water access point to Oregon Slough
 - 3. Trail system provides access between eastern and western ends of West Hayden Island
 - 4. Loop trail is located west of the powerline corridors and provides access and viewpoints to Oregon Slough and the Columbia River

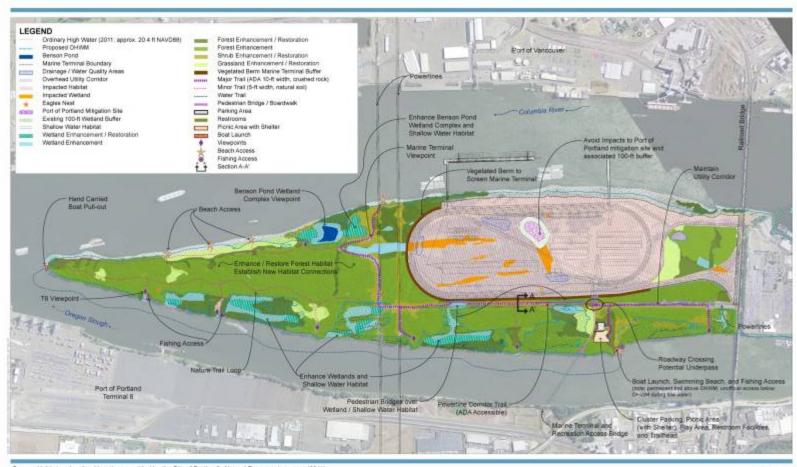
Habitat

- 1. Overall, the marine terminal impacts less shallow water habitat and more cottonwood/ash forest habitat
- 2. Net increase in shallow water habitat, but less wetland and forest preserved or enhanced than in Alt. B
- 3. The Port of Portland's wetland mitigation site is not directly impacted





ENV./REC. CONCEPT PLAN - ALTERNATIVE A



Source: Habitat and wetland locations provided by the City of Portland's Natural Resource Inventory (2011)

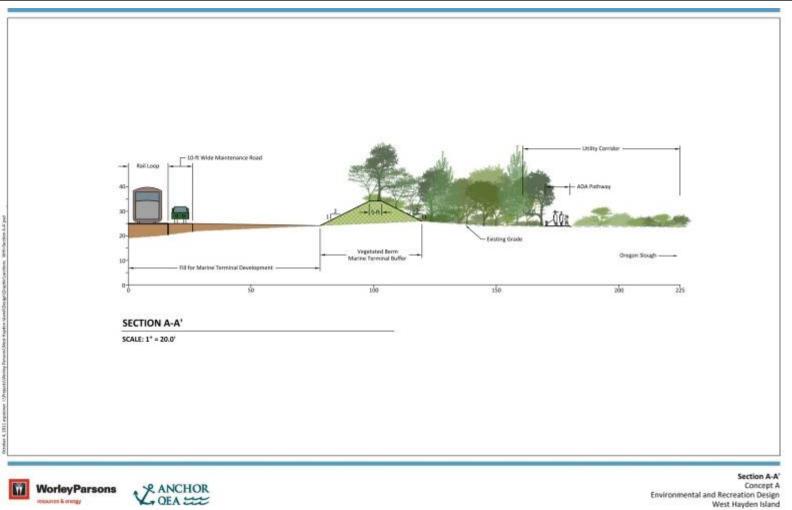
WorleyParsons ANCHOR

Feet 0 500 1,000 1,500 2,000 Concept A Open Space, Habitat, and Recreation Concepts West Hayden Island





ENV./REC. CONCEPT PLAN - ALTERNATIVE A





ENV./REC. CONCEPT PLAN - ALTERNATIVE B

- Eastern Access Road via East Hayden Island
- ► Open Space and Recreation
 - 1. Intensive recreation facilities are located east of railroad bridge in an area already impacted by development-requires additional property acquisition
 - 2. There is no parking within West Hayden Island
 - 3. Trails are limited to areas east of the powerline corridors
 - 4. A beach access trail and viewing tower of terminal are located along the northern side of the marine terminal
 - 5. A seasonal water trail meanders through the west end of the island

Habitat

- 1. Overall, the marine terminal impacts more shallow water habitat and less cottonwood/ash forest habitat; total forest impacts are similar to Alt. A
- 2. Net increase in wetland and forest habitat compared to Alt. A; however, no net increase in shallow water habitat
- 3. Larger net reduction in grassland habitat than Alt. A
- 4. The Port of Portland's wetland mitigation site is impacted in its entirety







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WorleyParsons

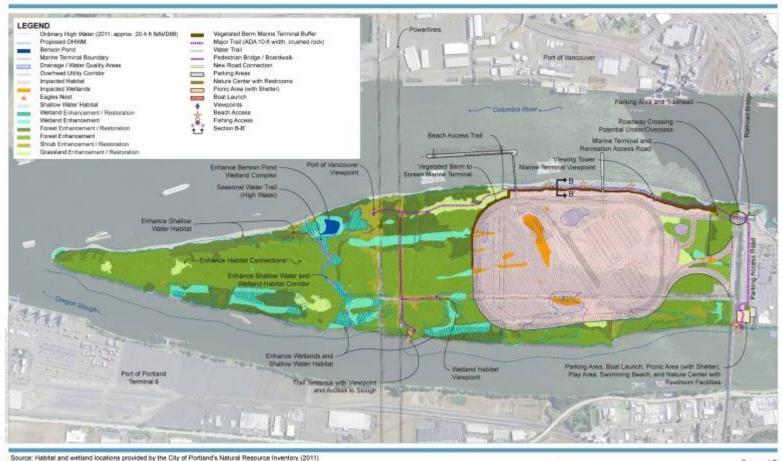
resources & energy

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CONCEPT PLANS "DRAFT"

ENV./REC. CONCEPT PLAN - ALTERNATIVE B



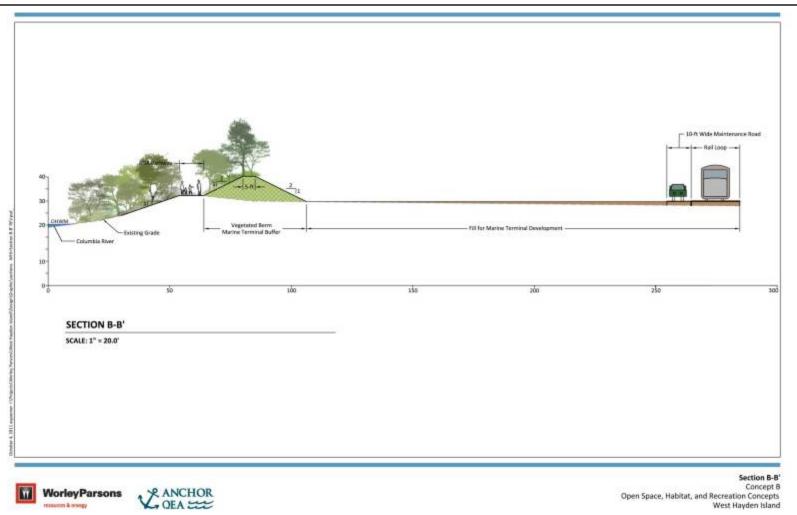
Concept B Open Space, Habitat, and Recreation Concepts West Hayden Island







ENV./REC. CONCEPT PLAN - ALTERNATIVE B









Questions



Attachment A: List of Technical Reports for Portland City Council (per Portland Resolution 36805)

This list of technical reports has been complied based on Resolution 36805. Each consultant will be asked to assess existing information produced during phase 1 for utility and completeness as it may relate to their research for the project.

Group A: Preliminary reports in these areas will be needed to identify core site planning issues/ requirements for the concept planning phase of the project.

- 1. Rail Study (consultant): This analysis will review different rail access scenarios that can be accommodated within a 300 acres footprint. (1)
- 2. Operational Efficiencies (consultant): This report will review port site plan innovations around the world, with analysis of why these strategies would or would not work in Portland. (3)
- Analysis/explanation of existing marine industrial land supply and needs (BPS and consultant). A feasibility analysis of consolidation/expansion of existing sites will be included. This would involve an update of harbor lands inventory work done for the River Plan, and will include the Vancouver waterfront lands. (2)
- 4. Transportation Analysis/CRC Coordination (PBOT and consultant): Part 1 of the Transportation analysis will develop concept street plan alternatives including consideration of a concept bridge design to avoid/minimize adverse impacts to HI Residents. This report will also look at transportation infrastructure needs and costs. (5)
- Analysis of Vancouver Port Coordination (BPS): This analysis will look at advantages and opportunities for increased coordination between the Port of Portland and Port of Vancouver as well as some research on interstate Port Authority logistics. (3)
- Natural Resource Inventory (BPS, BES, OHWR): The inventory will build on existing natural resource inventories, and Metro's inventory of regionally significant riparian corridors and wildlife habitat. The inventory is being done for East and West Hayden Island. (5)
- Public Costs and Benefits Infrastructure Needs (consultant): Part I of the Public Costs and Benefits Report will identify infrastructure needs (bridge, water, sewer, etc) and associated costs. It will also include an analysis of the financial tools available to facilitate infrastructure development. (1)

Group B: These reports will be based on the preliminary concept plan(s).

 Recreation Analysis (BPS w/ Parks): This report will build off of what ENTRIX produced for the project as well as the Hayden Island Plan to look at nature based recreational options in more detail. (5)

- Expand Local Impacts report (BPS): This report builds on information from Phase One considering air quality (dust and emissions) noise, light and traffic impacts to be incorporated into Plan District. This work will focus on examining the impacts related to uses anticipated with the actual concept plan. (5)
- Updated Cargo Forecast (consultant): This analysis, to be initiated in mid-2011, will update Cargo Forecasts used by ENTRIX in the Economic Foundation Study using the most up to date numbers. (1)
- Land Management Options (BES, OHWR): This analysis will develop alternatives for how natural resource lands could be managed over the long term, including proposals for long term ownership, and strategies to pay for land mgmt activities. (2)
- Regulatory Requirements (ESA, CWA, FEMA OHWR/BES): The proposal will include a report on regulatory requirements and how they may or may not be met. This may involve consultation about the concept plan with the BES-managed streamlining team. (2)
- 6. Public Costs and Benefits Report (consultant): Part II of the Costs and Benefits report will be an analysis of the public costs and benefits associated with proposed public improvements (including independent review and update of the jobs and tax revenue estimates). The analysis will also look at the ecosystem services benefits of the 500 acres of open space. (5)
- 7. Transportation Analysis/CRC Coordination (PBOT and consultant): Part II of this analysis will use the model output generated by PBOT (using most up to date CRC design options) to perform a transportation analysis of the WHI impact area in addition to the amount and geographic extent of traffic attracted to a new WHI bridge. (5)
- 8. Economic, Social, Environment, &, Energy Document (ESEE) (BPS): The ESEE report will analyze the current and potential consequences and trade-offs of different natural resource protection program choices for Hayden Island. (5)

Attachment A summarizes work to be accomplished as per Portland Resolution 36805. The studies have been ranked on a scale of 1-5, 5 symbolizing the greatest need for public input and 1 symbolizing highly technical.

Agenda Item Number 3.0

BLUE LAKE DISC GOLF

Metro Council Work Session Tuesday, Nov. 29, 2011 Metro Council Chamber

METRO COUNCIL

Work Session Worksheet

Presentation Date: <u>11-29-11</u> Time: <u>2:45 pm</u> Length: <u>15 minutes</u>

Presentation Title: <u>Blue Lake Disc Golf- Information/Discussion</u>

Service, Office, or Center: <u>Parks and Environmental Services-Parks and Property Stewardship Program</u>

Presenters (include phone number/extension and alternative contact information): Justin Patterson-Parks and Property Stewardship Program Director, Brian Kennedy-PES and SUS Finance Manager

ISSUE & BACKGROUND

During a December 14, 2010 work session, Metro Council gave approval to continue finalizing construction and funding plans for a disc golf course at Blue Lake Regional Park. During the work session staff presented an overview of course operations, anticipated usage, and construction, as well as budget needs including a proposal to solicit donations and sponsorships to offset overall project costs. A memo was sent to Council in October of 2011 (attached) detailing the current status of the project and the results of the fundraising. Fundraising produced just over \$16,000 in contributions of product and in-kind labor.

As outlined in the memo, the project is permitted and ready to move to construction in the Spring of 2012. Staff intends to forward a budget amendment to Council in December to authorize funding for final project implementation. The specific budget amendment request will be \$57,915. This is the amount needed after fundraising contributions have been taken into account.

OPTIONS AVAILABLE

Funding alternatives include: offsetting reductions in the parks budget; use of the Opportunity Account of the General Fund contingency; or the general contingency. As was reported in the first quarter, the parks budget continues to see strained resources with revenues expected to be about 5 percent below budget, making this an unrealistic funding choice. The Opportunity Fund is the recommended choice because this project meets the opportunity account definition: one-time cost, leveraging other partners and participation now and in the future, and presenting an opportunity to increase revenues. Alternatively, the general fund contingency could be used for a one-time project.

IMPLICATIONS AND SUGGESTIONS

Staff asks that Council designate a funding source for the project. Absent a source, the project is unable to move forward at this time.

QUESTION(S) PRESENTED FOR CONSIDERATION

What does Council prefer as the designated source of funds for the disc golf project?

LEGISLATION WOULD BE REQUIRED FOR COUNCIL ACTION X Yes No DRAFT IS ATTACHED X Yes No



Re:	Blue Lake Disc Golf Project General Approval
From:	Justin Patterson, Parks and Property Stewardship Program Director
То:	Council President Tom Hughes and Metro Councilors
Date:	October 7, 2011

Summary:

During a December 14, 2010 work session, Metro Council gave approval to continue finalizing construction and funding plans for a disc golf course at Blue Lake Regional Park. During the work session staff presented an overview of course operations, anticipated usage, and construction, as well as budget needs including a proposal to solicit donations and sponsorships to offset overall project costs.

A budget amendment will be brought to Council in November to authorize funding for final project implementation. The specific budget amendment request will be \$57,915. This memo provides a progress update and information to Council in anticipation of this budget amendment.

Project Overview:

Since the December work session, staff has finalized the project scope, course layout, construction plans and costs. Land use approvals have been obtained from the City of Fairview enabling the project to move forward.

Using this information, staff worked with the Office of Metro Attorney in seeking sponsorship possibilities, focusing on local users and equipment providers such as KEEN footwear and Next Adventure. Staff also acknowledged the project's health and wellness potential by including local healthcare providers in the sponsorship RFP process. Though the response to the RFP was not as large as expected, staff was able to offset \$16,180 in project costs through a sponsorship proposal submitted by Next Adventure in partnership with the local Stump Town Disk Golf organization. That proposal includes both providing certain items at no cost and others at wholesale cost, in addition to a large commitment of labor to install items such as concrete tee pads, benches and signage throughout the course.

Staff has continued meeting with the local disc golf community to solicit support and determine the interest in playing a course designed to a "gold level", which is the highest level of play. Feedback has been very positive in all cases. Staff has also met with Brian Graham, Executive Director of the Portland Disc Golf Association, to discuss future opportunities for this course. He confirmed the potential for world class disc-golf events, , including the possibility of the National Disc Festival, to be held at Blue Lake Park. Staff will meet with Mr. Graham again to discuss the selection of Blue Lake as the site of this festival, which includes not only disc golf but also Frisbee displays and other related events.

Project Budget Overview:

The project final budget is detailed below. The course layout is also included as Attachment A. It is anticipated the sponsorship and in-kind donations of \$16,180 mentioned above will result in a 21% savings to the project. Construction on this project is ready to move forward pending Council feedback and approval of a future budget amendment.

- 18- Baskets at \$300. Total=\$5,400.00 *
- 18- Extra Tee pins at \$30.00 each. Total=\$540.00
- 18- Locking basket bases at \$30.00 each. Total=\$540.00 *
- 18- 6'x12' Tee Pads at \$250.00. Total=\$4,500.00 *
- 18- "Next Hole" directional tee signs at \$65.00. Total=\$1,170.00 *
- 20- Benches at \$250.00. Total=\$5,000.00 *
- I- Kiosk entrance sign at \$3,500. Total=\$3,500.00 *
- 2- Bridge decking installations at \$8,500 each. Total \$17,000.00
- 4- Concrete footings for 2 bridges \$3,000 each. Total \$12,000.00
- Cross walk installation on Blue Lake Road. Total \$3,000.00
- 10% contingency funding. Total \$5,265.00

Total cost to Metro minus outside contributions: \$57,915.00

* Items aided by cooperative funding from sponsors



Proposed Blue Lake Disc Golf Design

BEFORE THE METRO COUNCIL

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AMENDING THE FY 2011-12 BUDGET AND APPROPRIATIONS SCHEDULE, RECOGNIZING NEW CAPITAL PROJECT SPONSORSHIP CONTRIBUTIONS, PROVIDING CAPITAL PROJECT APPROPRIATION AND DECLARING AN EMERGENCY ORDINANCE NO. 11-1266

Introduced by Martha Bennett, Chief Operating Officer, with the concurrence of Council President Tom Hughes

WHEREAS, the Metro Council has reviewed and considered the need to increase appropriations within the FY 2011-12 Budget; and

WHEREAS, Oregon Budget Law ORS 294.326 allows for the expenditure in the year of receipt of grants, gifts, bequests, and other devices received by a municipal corporation in trust for a specific purpose; and

WHEREAS, the need for the increase of appropriation has been justified; and

WHEREAS, adequate funds exist for other identified needs; now, therefore,

THE METRO COUNCIL ORDAINS AS FOLLOWS:

- 1. That the FY 2011-12 Budget and Schedule of Appropriations are hereby amended as shown in the column entitled "Revision" of Exhibits A and B to this Ordinance for the purpose of recognizing new capital project sponsorship contributions and providing capital project appropriation.
- 2. This Ordinance being necessary for the immediate preservation of the public health, safety or welfare of the Metro area in order to meet obligations and comply with Oregon Budget Law, an emergency is declared to exist, and this Ordinance takes effect upon passage.

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

Tom Hughes, Council President

Attest:

Approved as to Form:

Kelsey Newell, Recording Secretary

Daniel B. Cooper, Metro Attorney

Exhibit A Ordinance No. 11-1266

		Current Budget Re		evision	Amended <u>Budget</u>
ACCT	-	Amount	FTE		TE Amount
Acci		General Fund		Amount	TE Amount
Gene	eral Expenses	o chici ul i unu			
	•				
	i <mark>und Transfers</mark> Interfund Reimbursements				
	Transfer for Indirect Costs				
5600		344,916		0	344,916
	 to Risk Mgmt Fund-Liability to Risk Mgmt Fund-Worker Comp 	382,344		0 0	382,344
	Internal Service Transfers	562,544		0	562,544
	Fund Equity Transfers				
5810	Transfer of Resources * to General Revenue Bond Fund-Zoo	404 400		0	40.4.400
		404,408 10,000		0 0	404,408 10,000
		-			
	 to Gen'l Revenue Bond Fund-Debt Serv Acct to MERC Fund (Tourism Opp & Compt Account) 	1,500,920		0	1,500,920
		480,000		0	480,000
	 to Renewal & Replacement Fund-General R&R to Renewal & Replacement Fund-IT Renewal & 	647,978		0	647,978
		255,000		0	255,000
	* to General Asset Management Fund	140,000		57,915	197,915
	 to Renewal & Replacement Fund-Regional Cen to Renewal & Replacement Fund-Parks R&R 	322,540		0	322,540
	 to Renewal & Replacement Fund-Parks R&R to Solid Waste Revenue Fund 	323,000		0 0	323,000
Total	Interfund Transfers	148,458 \$4,959,564		\$57,915	148,458 \$5,017,479
		94,9 <u>9</u> 9,904		516,766	\$3,017,479
<u>Conti</u> CONT	ngency & Unappropriated Balance Contingency				
5999	Contingency				
2999	* Contingency	2,978,646		0	2,978,646
	* Opportunity Account	2,978,040		(57,915)	153,496
	* Reserved for Streetcar LID (RRSR)	500,000		0	500,000
UNAPP	Unappropriated Fund Balance	500,000		0	500,000
5990	Unappropriated Fund Balance				
3990	* Stabilization Reserve	2,364,296		0	2,364,296
	* PERS Reserve	6,238,195		0	6,238,195
	* Planning grants funds held in reserve	14,993		0	14,993
	* Recovery Rate Stabilization reserve	1,396,943		0	1,396,943
	* Reserved for Community Investment Initiativ	812,000		0	812,000
	* Reserved for Future Natural Areas Operation	204,460		0	204,460
	* Reserved for Local Gov't Grants (CET)	1,165,574		0	1,165,574
	* Reserve for Future Debt Service	2,526,028		0	2,526,028
Total	Contingency & Unappropriated Balance	\$18,412,546		(\$57,915)	\$18,354,631
				······	
TOTAL R	REQUIREMENTS 455.56	\$109,486,208	0.00	\$0 4	55.56 \$109,486,208

Exhibit A Ordinance No. 11-1266

		Current <u>Budget Revision</u>				nended Budget	
ACCT	DESCRIPTION	FTE	Amount	FTE		FTE	Amount
iicoi			lanagement		Timounit	112	Timounit
Resourc							
BEGBAL	Beginning Fund Balance						
3500	* Prior year ending balance		6,689,948		0		6,689,948
GRANTS	Grants						
4110	State Grants-Direct		63,334		0		63,334
GVCNTB	Gov't Contributions						
4145	Government Contributions		70,000		0		70,000
INTRST	Interest Earnings						
4700	Interest on Investments		33,298		0		33,298
DONAT	Contributions from Private Sources						
4750	Donations and Bequests		825,000		16,180		841,180
EQTREV	Fund Equity Transfers						
4970	Transfer of Resources						
	 from Solid Waste Revneue Fund 		53,163		0		53,163
	* from General Fund (Regional Parks)		323,000		0		323,000
	 from General Fund-IT R&R 		255,000		0		255,000
	 from General Fund-MRC R&R 		322,540		0		322,540
	 from General Fund-Gen'l R&R 		647,978		0		647,978
	* from MERC		10,824		0		10,824
	 from Gen'l Revenue Bond Fund 		216,821		0		216,821
	 from General Fund 		150,000		57,915		207,915
TOTAL RES	OURCES		\$9,660,906		\$74,095		\$9,735,001
Total M	aterials & Services		\$1,005,061		\$0		\$1,005,061
<u>Capital</u>	<u>Outlay</u>						
5710	Improve-Oth thn Bldg		1,267,709		74,095		1,341,804
5720	Buildings & Related		257,956		0		257,956
5730	Exhibits and Related		825,000		0		825,000
5740	Equipment & Vehicles		1,128,879		0		1,128,879
5745	Licensed Vehicles		564,276		0		564,276
5750	Office Furniture & Equip		650,833		0		650,833
5760	Railroad Equip & Facil		49,610		0		49,610
Total Ca	apital Outlay		\$4,744,263		\$74,095		\$4,818,358

 Total Contingency & Unappropriated Balance
 \$3,911,582
 \$0
 \$3,911,582

 TOTAL REQUIREMENTS
 \$9,660,906
 \$74,095
 \$9,735,001

Exhibit B Ordinance 11-1266 Schedule of Appropriations

	Current <u>Appropriation</u>	<u>Revision</u>	Revised <u>Appropriation</u>
GENERAL FUND			
Communications	2,484,577	0	2,484,577
Council Office	3,694,550	0	3,694,550
Finance & Regulatory Services	3,877,640	0	3,877,640
Human Resources	2,304,931	0	2,304,931
Information Services	3,626,474	0	3,626,474
Metro Auditor	686,452	0	686,452
Office of Metro Attorney	2,067,885	0	2,067,885
Oregon Zoo	28,541,635	0	28,541,635
Parks & Environmental Services	6,586,184	0	6,586,184
Planning and Development	16,561,877	0	16,561,877
Research Center	4,489,582	0	4,489,582
Sustainability Center	5,022,941	0	5,022,941
Former ORS 197.352 Claims & Judgments	100	0	100
Special Appropriations	4,566,055	0	4,566,055
Non-Departmental			
Debt Service	1,588,215	0	1,588,215
Interfund Transfers	4,949,564	57,915	5,007,479
Contingency	3,715,057	(57,915)	3,657,142
Unappropriated Balance	14,722,489	0	14,722,489
Total Fund Requirements	\$109,486,208	\$0	\$109,486,208
GENERAL ASSET MANAGEMENT FUND	5 720 224	74.005	5 012 410
Asset Management Program	5,739,324	74,095	5,813,419
Non-Departmental	0.011.505	2	0.011.505
Contingency	3,911,582	0	3,911,582
Total Fund Requirements	\$9,650,906	\$74,095	\$9,725,001

All other appropriations remain as previously adopted

NOTES:

(1) The current budget and appropriations columns reflected in Exhibits A and B to this ordinance assume adoption of Ordinance 11-1265 anticipated for Council action on December 1, 2011.

(2) This action requests approval of the changes identified in the column titled "Revision" on each of the exhibits and will not be affected by modifications to ordinance 11-1265

STAFF REPORT

FOR THE PURPOSE OF AMENDING THE FY 2011-12 BUDGET AND APPROPRIATIONS SCHEDULE, RECOGNIZING NEW CAPITAL PROJECT SPONSORSHIP CONTRIBUTIONS, PROVIDING CAPITAL PROJECT APPROPRIATION, AND DECLARING AN EMERGENCY

Date: November 17, 2011

Prepared by: Brian Kennedy 503-797-1908

BACKGROUND

Blue Lake Disc Golf Course

In December 2010, staff presented preliminary plans for constructing a disc golf course at Blue Lake Regional Park. Since the December work session, staff has finalized the course layout, construction plans, and development costs. Staff also obtained land use approvals from the City of Fairview. Metro issued a Request for Proposals seeking sponsorships for the course development. One proposal was received, and the sponsorship is providing resources of \$16,180 in project costs. The total project cost is projected to be \$74,095. After sponsorships, the Metro share will be \$57,915.

This action requests the recognition of \$16,180 in project sponsorship revenue and seeks \$57,915 from the General Fund to allow this project to go forward. Funding alternatives include: offsetting reductions in the parks budget; use of the Opportunity Account of the General Fund contingency; or the general contingency. As was reported in the first quarter, the parks budget continues to see strained resources with revenues expected to be about 5 percent below budget, making this an unrealistic funding choice. The Opportunity Fund is the recommended choice because this project meets the opportunity account definition: one-time cost, leveraging other partners and participation now and in the future, and presenting an opportunity to increase revenues. In the alternative the general contingency could be used for a one-time project.

Additional appropriation authority of \$74,095 is requested in the Regional Parks account of the General Asset Management Fund to provide funding for the construction of the disc golf course at Blue Lake Regional Park. Maintenance costs for the disc golf course are not expected to be substantially higher than the current maintenance activities on the property, and any additional costs can be absorbed in the existing maintenance budget.

ANALYSIS/INFORMATION

- 1. Known Opposition: None known.
- 2. Legal Antecedents: ORS 294.450(1) provides for transfers of appropriations within a fund, including transfers from contingency, if such transfers are authorized by official resolution or ordinance of the governing body for the local jurisdiction. ORS 294.450(3) provides for transfers of appropriations or of appropriations and a like amount of budget resources between funds of the municipal corporation when authorized by an official resolution or ordinance of the governing body.
- 3. Anticipated Effects: This action provides appropriation authority necessary to construct and implement the disc golf course at Blue Lake Regional Park.

4. **Budget Impacts:** This action adds \$74,095 to the capital outlay budget for Parks and Environmental Services in the General Asset Management Fund. Funding will be provided by a transfer from the Opportunity Account in the contingency of the General Fund, and is partially offset by a sponsorship from a local recreation company.

RECOMMENDED ACTION

The Chief Operating Officer recommends adoption of this Ordinance.

Materials following this page were distributed at the meeting.

Metro | Agenda

Metro Council
Thursday, Dec. 1, 2011
2 p.m.
Metro Council Chambers

CALL TO ORDER AND ROLL CALL

- 1. INTRODUCTIONS
- 2. CITIZEN COMMUNICATIONS
- 3. AUDITOR'S OFFICE FY 2010-11 ANNUAL REPORT

Flynn

4. CONSIDERATION FOR THE MINUTES FOR NOV. 17, 2011

5. ORDINANCES – FIRST READING

5.1 **Ordinance No. 11-1266**, For the Purpose of Amending the FY 2011-12 Budget and Appropriate Schedule, Recognizing New Capital Project Sponsorship Contributions, Providing Capital Project Appropriation and Declaring an Emergency.

6. ORDINANCES – SECOND READING

6.1 **Ordinance No. 11-1265**, For the Purpose of Amending the FY 2011-12 Budget **Hughes** and Appropriations Schedule, Recognizing New Grants, Donations and Other Contributions, Authorizing New FTE, Amending the FY 2011-12 Through 2015-16 Capital Improvement Plan, and Declaring an Emergency.

Public Hearing

7. CHIEF OPERATING OFFICER COMMUNICATION

8. COUNCILOR COMMUNICATION

ADJOURN

EXECUTIVE SESSION HELD PURSUANT WITH ORS 192.660(2)(e). TO CONDUCT DELIBERATIONS WITH PERSONS DESIGNATED BY THE GOVERNING BODY TO NEGOTIATE REAL PROPERTY TRANSACTIONS.

Television schedule for Dec. 1, 2011 Metro Council meeti	ng
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Clackamas, Multnomah and Washington counties, and Vancouver, WA Channel 11 – Community Access Network Web site: www.tvctv.org Ph: 503-629-8534 Date: Thursday, Dec. 1	PortlandChannel 11 – Portland Community MediaWeb site: www.pcmtv.orgPh: 503-288-1515Date: 8:30 p.m. Sunday, Dec. 4Date: 2 p.m. Monday, Dec. 5
Gresham Channel 30 - MCTV <i>Web site</i> : <u>www.metroeast.org</u> <i>Ph</i> : 503-491-7636 <i>Date</i> : 2 p.m. Monday, Dec. 5	Washington County Channel 30– TVC TV Web site: www.tvctv.org Ph: 503-629-8534 Date: 11 p.m. Saturday, Dec. 3 Date: 11 p.m. Sunday, Dec. 4 Date: 6 a.m. Tuesday, Dec. 6 Date: 4 p.m. Wednesday, Dec. 7
Oregon City, Gladstone Channel 28 – Willamette Falls Television Web site: http://www.wftvmedia.org/ Ph: 503-650-0275 Call or visit web site for program times.	West LinnChannel 30 – Willamette Falls TelevisionWeb site: http://www.wftvmedia.org/ Ph: 503-650-0275Call or visit web site for program times.

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. Documents for the record must be submitted to the Regional Engagement Coordinator to be included in the decision record. Documents can be submitted by e-mail, fax or mail or in person to the Regional Engagement Coordinator. For additional information about testifying before the Metro Council please go to the Metro web site <u>www.oregonmetro.gov</u> 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).