



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, April 30, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

2 PM **1. ADMINISTRATIVE/ COUNCIL AGENDA FOR
MAY 2, 2013/ CHIEF OPERATING OFFICER
COMMUNICATION**

2:15 PM **2. FY 2013-14 BUDGET- INFORMATION /
DISCUSSION**

**Tim Collier
Kathy Rutkowski**

3:45 PM **3. COUNCIL BRIEFINGS/COMMUNICATION**

ADJOURN

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Agenda Item No. 2.0

FY 2013-14 BUDGET

Metro Council Work Session
Tuesday, April 30, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: April 30, 2013 **TIME:** 2:15 p.m. **LENGTH:** 90 minutes

PRESENTATION TITLE: FY 2013-14 Budget Discussion

DEPARTMENT: Finance and Regulatory Services

PRESENTER(S): Tim Collier, 503-797-1913, tim.collier@oregonmetro.gov
Kathy Rutkowski, 503-797-1630, kathy.rutkowski@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To allow Council to discuss, request additional information from staff and deliberate the 2013-2014 budget
- Outcome: Discussion and additional direction to staff for the 2013-2014 Budget

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

Background

The 2013-14 Metro budget was formally presented at the April 25, 2013 meeting of the Metro Council and will be an action item for approval by the Council on May 2, 2013.

This work session is the opportunity for the Metro Council to ask questions of staff, discuss the budget, deliberate, propose possible budget amendments/notes, and give direction to the COO and staff prior to final adoption of the budget in June. There will be an additional work session in June to further discuss the budget prior to formal adoption currently scheduled for June 20, 2013.

QUESTIONS FOR COUNCIL CONSIDERATION

- Is there any additional information that Council needs prior to formal adoption of the budget?
- Are there any changes or other items that the Council would like to see prior to formal adoption?

PACKET MATERIALS

- Would legislation be required for Council action Yes No
- If yes, is draft legislation attached? Yes No
- What other materials are you presenting today? None

Materials following this page were distributed at the meeting.

**FY 2013-14 Council Budget Review
Key Dates and Deadlines**
(as of April 18, 2013)

Thursday April 11, 2013	Release Proposed Budget to Council electronically (no deliberations on budget allowed until public hearing on April 25 th)
Thursday April 25, 2013 2:00 p.m. (60 minutes)	COUNCIL MEETING (<i>Public Hearing on budget</i>) Chief Operating Officer acting as Budget Officer presents Proposed Budget and Budget Message to the Metro Council acting as Budget Committee <i>1st reading of Ordinance 13-1300</i>
Tuesday April 30, 2013 2:00 p.m.	BUDGET WORK SESSION Discussion of budget Review process and calendar, Councilor questions, Councilor discussion
Thursday May 2, 2013 2:00 p.m.	COUNCIL MEETING (<i>Public Hearing on budget</i>) Approval of resolution setting tax rates and transmitting budget to TSCC <i>Additional readings to ordinance 13-1300</i> <i>Approval of resolution 13-4419</i>
Wednesday May 15, 2013	Deadline to file Approved Budget with TSCC
May 16 – June 6, 2013	TSCC public comment period (minimum 20 days)
Tuesday May 28, 2013 By 10:00 a.m..	Deadline for submittal of Councilor amendments to the budget <i>Amendments after approval are subject to limitations of Oregon Budget Law</i>
Thursday May 30, 2013 By COB	Deadline for submittal of final department technical amendments <i>Amendments after approval are subject to limitations of Oregon Budget Law</i>
Thursday June 6, 2013 12:30 – 1:30	TSCC Public Hearing Metro Regional Center Council Annex
Friday June 7, 2013	Release packet of final department technical amendments and Councilor amendments
Tuesday June 11, 2013 2:00 p.m. (TBD)	BUDGET WORK SESSION Discussion of Councilor amendments Review of final technical amendments
Thursday June 13, 2013 2:00 p.m. (TBD)	COUNCIL MEETING: (<i>Public Hearing on budget</i>) Metro Council Chamber Consideration and vote on final amendments to budget <i>Additional reading/amendments to ordinance 13-1300</i>
Thursday, June 20, 2013 2:00 p.m. (TBD)	COUNCIL MEETING: (<i>Public Hearing on budget</i>) Metro Council Chamber Adoption of budget <i>Final reading/adoption of ordinance 13-1300</i>
Monday July 15, 2013	Deadline to file property tax information with TSCC and three counties

**FY 2013-14 Council Proposals
For Budget Amendment Discussion**

Councilor	#
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Enter in the information under appropriate area. If you don't use all the space in an area, snug up unused lines. You can delete the descriptions under each header to save space.

Short Title

Concise Description

Please describe the proposal, sufficient in scope that the cost and/or level of effort can be evaluated.

Objective

Clear statement of what this proposal is intended to accomplish.

What is the desired outcome? How will you tell if the proposal reaches the desired outcome?

Duration (put an 'x' in the appropriate line, for specific length write in the length)

_____ One time

Specific length: _____

_____ On-going

Cost Estimate

How much are you willing to spend to achieve your desired outcome? What is the estimated cost or effort to implement this proposal? Give as much information about the cost as you can. Categories of expense (staffing, number of positions, outside services, necessary equipment) are helpful; line item detail is not required. Does this proposal generate revenue now? In some later period?

Funding Options

How will you fund this proposal? Sources might include:

- a. Redeployment or elimination of existing effort by reassigning staff or eliminating an equivalent dollar amount from the proposed operating budget (be specific);
This option is cost neutral in FY 2011-12; depending on selection, it may or may not be 100 percent cost neutral in subsequent years.
- b. Use of one-time money from Opportunity Fund (\$500,000 total available);
The five-year plan anticipates that the Opportunity Fund will be funded each year. Committing the fund now may limit ability to respond to new opportunities that occur during the year.
- c. Use of one-time money from a specified reserve.
This option follows the financial policies of using one-time money to fund one-time (not permanent) expenses. Funding for multi-year proposals would all come from this year's reserves. Depending on the chosen reserve, this may require replenishing the reserve next year under the "pay yourself first" principal for maintaining specified reserves.

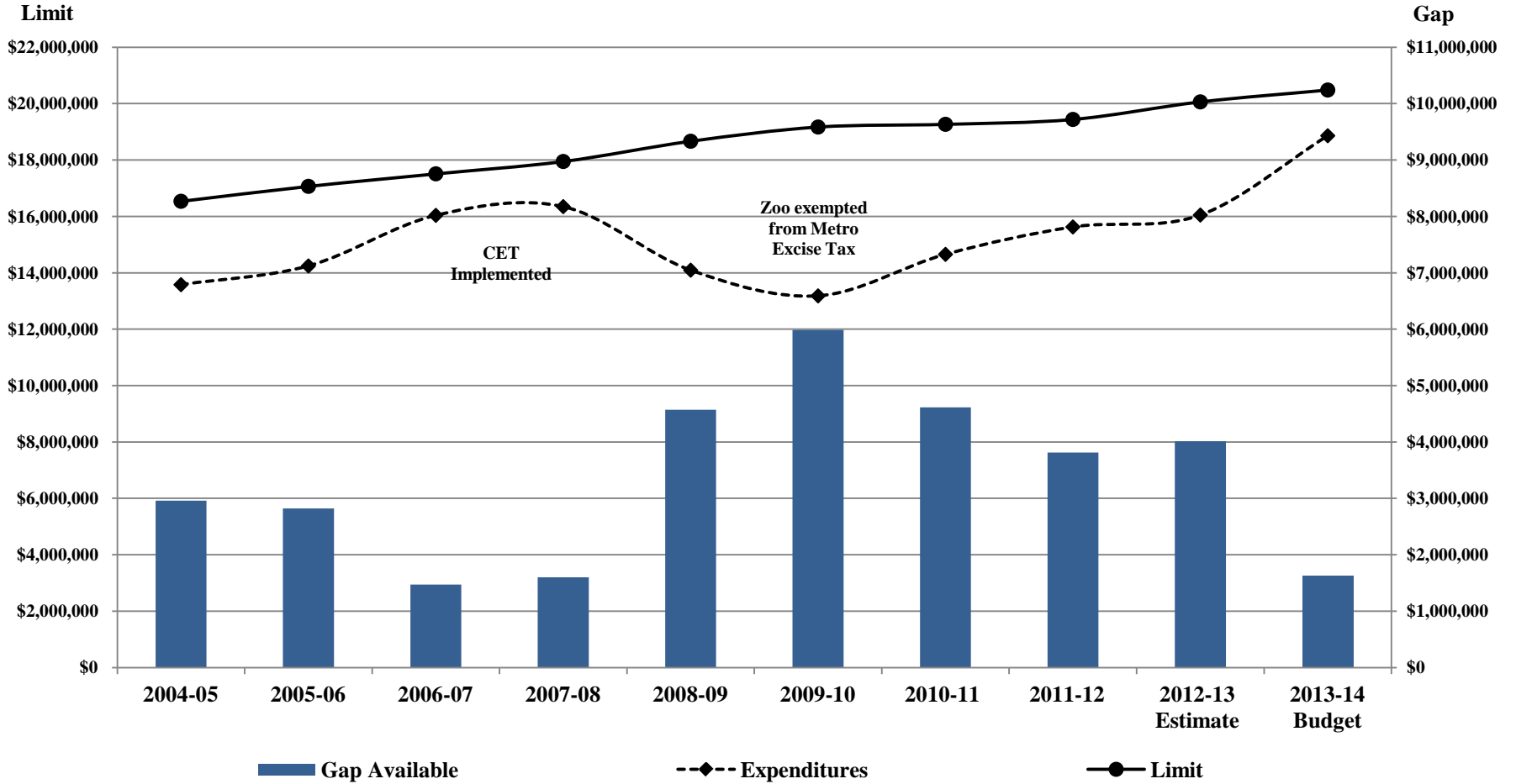
Relationship to other programs

How does this proposal relate to, enhance or complement existing programs or projects?

Stakeholders

Who will be affected, positively or negatively, by this proposal? What known groups or coalitions will have interest in this?

Charter Limitation on Expenditures



Metro Charter

Chapter II Functions and Powers

Section 5 – Regional Planning Functions

4) Protection of Livability of Existing Neighborhoods.

(a) Livability Protection. The Regional Framework Plan shall include measures to protect the livability of existing neighborhoods taking into consideration air pollution, water pollution, noise, and crime as well as provision of an adequate level of police, fire, transportation and emergency services, public utilities, and access to parks, open space and neighborhood services.

(b) Density Increase Prohibited. Neither the Regional Framework Plan nor any Metro ordinance adopted to implement the plan shall require an increase in the density of single-family neighborhoods within the existing urban growth boundary identified in the plan solely as Inner or Outer Neighborhoods. **[NOTE: (a) Subsection 4(b) of Section 5 of the Metro Charter is repealed on June 30, 2015 unless at the general election held in 2014, a majority of the electors voting on the question of whether or not to retain Subsection 4(b) of Section 5 of the Metro Charter as part of the Metro Charter vote to retain the subsection. If the electors vote to retain the subsection, Subsection 4(b) of Section 5 of the Metro Charter of this measure shall remain in effect. If a majority of the electors do not vote to retain Subsection 4(b) of Section 5 of the Metro Charter, then that subsection is repealed on June 30, 2015. (b) By appropriate action of the Metro Council, the question described in subsection (a) of this section shall be submitted to the people for their decision at the general election held in 2014. (c) This section is repealed on January 1, 2016.]**

Councilor Kathryn Harrington questions on Proposed Budget Fiscal Year 13-14 April 29, 2013

1. Regional and Constituent Communication, General Outreach, Broad Community available Services

(Councilor Perspective Note: As expressed in multiple forums, I am concerned that we are under investing in Metro community connectedness to the detriment of public value in the work that the voters of the region have empowered us to deliver upon, per Metro Charter.)

- a. Is the production of GreenScene retained in the FY13-14 budget? Where?
- b. Does the print edition continue, with distribution to local libraries, with direct mailing (self selected limited mailing list?), and through partners?
- c. Are the community Household Hazardous Waste Roundups retained? To what level? How does this compare to each of the last 5 years? Are neighborhood notices (mailings) retained?
- d. Internet availability of Council meetings (video) is no longer available in Washington County, via TVCTV. What provisions are being made in this proposed budget to restore the level of service to that which seems to be available for other parts of the region?
- e. Does this proposed budget retain (or perhaps expand) the level of investment in the publication of Councilor newsletters (via email and newsfeed) and the newsfeed setup and article generation as a whole?
- f. With the RTO strategic plan (adopted by the Council and I believe JPACT as well), grant investment decisions are made supporting important efforts through-out the region (investment decisions made by committee per RTO strategic plan & associated criteria.) Given the ever sharpening dependency on these strategic decisions for achieving local and regional aspirations, what resources are made available to ensure that local elected officials are aware of these projects and the support provided per Metro?
- g. What is the level of investment projected for OptIn Surveys in FY 13-14?

2. Implementing the Regional Framework Plan policies, Six Outcomes, Characteristics of a Successful Region Outcomes

- a. Given the plan for entering the next UGM cycle in FY 13-14 with Council action in future fiscal years, how does this proposed FY13-14 budget support the development of Performance Measures and Performance Targets? What requirements will the Metro Council decision-making be held to in that decision-making in FY14-15 (and beyond) and how does proposed FY13-14 budget support that development?
- b. What program investments does this proposed FY13-14 budget support to enable increased understanding among local elected partners on local and regional conditions? Similarly, what program investments does this proposed FY13-14 budget provide to enable robust policy discussions at Council advisory committee leading up to draft plan releases in the first few months of FY14-15? (Draft CSC Phase 3 plan, Draft fiscally constrained/federal RTP, Draft UGR) Please don't underestimate the need for print materials, especially the CSC phase 2 results.
- c. With questions on the proposed fiscal year budget last year (FY 12-13), there were indications that resources were being addressed for Council and community interaction with the Opportunity Mapping project with CLF (Equity Atlas project.) See Harrington 7

e response ala “We will amend the text of the Opportunity Mapping Project to reflect the need to do outreach with the Council and community partners to maximize the use of the products.” The release is expected in June or early FY 13-14. How does the proposed budget support the Council needs for understanding and utilization of the Opportunity Mapping information with local elected officials (policy and investment decision makers?) Also see memo “Request for Budget Proposal to invest in Equity Atlas opportunity map materials to support collaborative regional decision-making in 2014”

- d. What program investments does this proposed FY 13-14 budget support to enable community participation (at least via OptIn surveys) in 1st half CY 2014, thereby enabling community members to weigh-in on draft plans? (Draft CSC Phase 3 plan, Draft fiscally constrained/federal RTP, Draft growth management decisions)
- e. Last urban growth management cycle was the first time we utilized the range forecast technique for population and employment growth forecasts. Assuming Council direction to continue with that method, what community visibility is supported through this proposed FY13-14 budget?
- f. With the completion of the last Urban Growth Management cycle, the Metro Council adopted the policy framework of using the 6 desired outcomes for a successful region as a model for future growth management decision-making. Please explain how this proposed budget supports the Council decision-making including Council discussions and forums with regional partners (including MPAC and JPACT?) Please note that this question is expected more than just what technical work is planned, as the decision-making process begins in the first half of FY 13-14 and needs to include staff supporting Council understanding as well as engagement discussions that the Councilors will be having directly.
- g. Growth management policies and investment decision-making connections: Our 25 city and 3 county governments as well as service district providers (ex. THPRD, TVF&R, Water & Soil conservation districts) are our partners in implementing policy decisions and investment decisions to support the values and needs our residents and businesses. Over the last five-six years we have learned about the need for regional collaboration and how our experiments in using various techniques have provided for increased learning opportunity. I am wondering how the proposed budget supports the level of collaboration that the Metro Council as a whole as well as district councilors will need during the 1st half of CY 2014 to support final decision-making in 2nd half CY 2014 (FY 14-15?) (Examples included print guide for the CSC phase 2 results, trail counts reports – trends of last 5 years, summary of availability and utilization (recall HH costs = housing + transportation).
- h. Please explain how this proposed budget supports land use and transportation compliance through-out the region during FY 13-14?

3. Active Transportation Policy and Regional Transportation Investment Program

- a. Please explain how the proposed budget positions Metro to continue to utilize the strategic offerings of Active Transportation in order to achieve the implementation goals

the Metro Council adopted with the Community Investment Strategy, the Regional Transportation Plan and the 6 desired outcomes?

- b. Please see memo "Request for Budget Proposal to support follow-through on Active Transportation Strategies"
- c. How is the proposed budget for FY 13-14 supporting the early development of state legislation for transportation funding in 2015?
- d. Given the need for federal direction for transportation funding, how does the proposed budget for FY 13-14 direct resources to participate in federal policy and program legislative development. (Previous budget year Q&A provided information that I am not sure came to fruition or is maintained.)

4. Community Investment Initiative (CII)

- a. Significant recommendation deliverables are coming out of the CII Leadership Council and the work groups that they have organized. The recent Council work session on the Regional Infrastructure Enterprise (RIE) provided a forum on that aspect as well as a general overview from the CII LC team. There were various comments made from CII team members about funding of this program for another 2-3 years as well as a potential funding measure in 2015. I appreciate the work that the CII program and the CII Leadership Council offers to the region. I would appreciate the Metro Council having the opportunity to discuss the CII program and discussing its valuable relevance to the work that we are held accountable to provide per the Metro Charter. Given the timing of proposals and adoption of fiscal budgets, please see memo 'Request for Budget Note for the Community Investment Initiative' to enable the Metro Council to have discussions on this forward-thinking program.

5. Metro Export Initiative (MEI)

- a. MEI – supporting growth of Metropolitan Portland businesses through market segment growth via export markets. In the prior budget year, the Metro Council supported the MEI program by participating as a regional funding sponsor, funding for GPI to spearhead the MEI program for businesses here in our region. We committed cash resources, \$25K per year for 3 years (set aside \$75 K total at that time.) Please explain, why Metro is now in a situation of devoting staff resources for this endeavor? (Volume 1, C-25 and Planning Department Strategic plan, "Support the Metro Export Initiative.") Councilor Perspective: If this endeavor needs technical resources, then why are they not contracting with Metro for those?
- b. Please explain how other than bank-rolling part of the cost of the MEI work at GPI, there are "... resources for the Council to participate in the Metro Export Initiative..." (Volume 1, A-16) Other than Council President Hughes co-chairing the committee, how is the Council participating? (I must be forgetting something!)

6. Measure 26-29 renewal

- a. Metro Charter provisions were adopted in 2002 per voter approval, to prohibit increased density in existing neighborhoods, required reports, and required a revote in 2014 to remain effective. (See section 4 b <http://library.oregonmetro.gov/files/charter.pdf>)

What provisions in the proposed budget provide supporting the required renewal of Metro Charter provisions as a result of M 26-29 from 2002?

- b. The election expenses in the proposed budget for FY 13-14 includes \$125,000 for election expenses (FY 12-13 provided 75K) Does this budget include the three region-wide elections in May (Council President, Metro Auditor, Measure 26-29 renewal) as well as the 3 district elections?

7. Miscellaneous

- a. Excise tax exemption for PCPA: Given that personnel costs are growing more rapidly than revenues to handle them, and overall budget resources are extremely is it not perhaps time to reconsider the excise tax exemption for PCPA? (Recalling expenditures to fix crumbling exterior features of the Arlene Schnitzer Concert Hall, I am supportive of having all resource generation opportunities examined.)
- b. Expo: Please remind me of the condition and strategic plans for Halls A&B, the oldest exhibit halls.
- c. Expo: If the CRC project, including the local bridge to Hayden Island, expanded light-rail, improved pedestrian and bicycle facilities, the interchanges and the cross the Columbia River bridge, is cancelled, does that change the master plan for the Expo Center in anyway?
- d. Special Appropriations: Some of the special appropriations are carry-forward, and some are annual dues type expenses. Others are year # of multi-year commitments. For the Council and public benefit, why doesn't this section provide 1 or 2 line information to help us see that. Examples "\$1,500 to the One Willamette River Coalition - year 2 of 3 year funding commit,' 25,000 to the Metropolitan Export Initiative – year 2 of 3 year funding commit,' '\$60,000 for the Greater Portland Pulse Consortium – year 2 of 3 year funding commit.'
- e. Could you please supply a report of the expenditures for the FY 12-13 'general Metro sponsorship account?'



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COUNCILOR KATHRYN HARRINGTON, DISTRICT 4

To: Metro Council
From: Councilor Kathryn Harrington
Date: April 25, 2013
Subject: Request for Budget Note for the Community Investment Initiative

The Community Investment Initiative budget and work program for this fiscal year marks an important milestone for that initiative. We have nearly concluded the third year of a three year commitment by the Metro Council to form the Leadership Council and empower them with making recommendations on how to address the disparity between the region's vision and plans and its ability to fund and implement the needed infrastructure. At the end of last fiscal year, the Leadership Council adopted a strategic plan to develop recommendations on a four part plan:

- Invest in infrastructure to catalyze jobs and economic prosperity;
- Foster conditions that support development ready communities;
- Ensure the reliable and efficient movement of goods and people;
- Protect and enhance our communities' investment in school facilities and properties.

Early next fiscal year, these recommendations will be before the Metro Council for a decision on how to proceed. While the three year commitment and charge to the CII Leadership Council will be completed, their recommendations will call the question of whether the Metro Council should proceed with an implementation phase and what is the scope and budget accordingly.

In the meantime, the COO's recommended budget for FY 2013-14 includes proposed funding for staff and contractual support to implement the Leadership Council's recommendation. Because of the timing disconnect between when the budget needs to be adopted and when the Council will receive and consider the recommendations of the CII Leadership Council, **I recommend adoption of a budget note associated with the CII budget acknowledging the need for an affirmative action of the Metro Council to decide how to proceed with the recommendations as a prerequisite for carrying out the proposed budget. Provided below are two options. My recommendation is to proceed with Option 2.**

Option 1 – Transfer to Contingency

The proposed budget includes 2.0 FTE at \$226,572 in Personal Services authorization, \$38,500 in Material and Services authorization and \$58,400 in other departments for a total proposed CII budget of \$323,472. This amendment would transfer these amounts to Contingency with the following budget note:

“A budget amendment to transfer funds from Contingency to Personal Services and Material and Services is required upon review and acceptance by the Metro Council of the recommendations of the CII Leadership Council.”

Option 2 – Add a budget note to the CII appropriation

“Expenditures from the adopted budget for the Community Investment Initiative beyond September 30, 2013 are contingent upon the review and acceptance by the Metro Council of the recommendations of the Community Investment Initiative Leadership Council and approval of expenditures for the remainder of the fiscal year.”

Option 1 ensures that there will be no further Metro expenditures beyond the initial three year commitment to the CII unless the Metro Council takes an affirmative action to proceed with implementation of their recommendations. However, Option 1 also results in the temporary reassignment or lay-off of the CII staff due to lack of an authorization of funds within the CII budget.

Option 2 requires the same affirmative action of the Metro Council by a date certain (September 30, 2013) but provides resources to allow the CII staff to assist the Leadership Council in presenting to the Metro Council and to provide support to the Metro Council in their review and consideration. First Quarter expenditures from the Personal Services account would amount to \$65,307 and expenditures from the Materials and Services account would amount to \$7,000 for a total of 72,307.

With either option, if the Metro Council chooses not to implement the recommendations of the CII Leadership Council, they will need to seek financial support from others and Metro’s financial support would not continue.



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COUNCILOR KATHRYN HARRINGTON, DISTRICT 4

To: Metro Council
From: Councilor Kathryn Harrington
Date: April 25, 2013
Subject: Request for Budget Proposal to invest in Equity Atlas opportunity map materials to support collaborative regional decision-making in 2014

Metro has been working with the Coalition for a Livable Future on the second generation of the **Regional Equity Atlas. This second generation has been expected to provide a vast series of Opportunity Maps highlighting existing conditions and potential opportunities for improvement throughout the 25 cities and 3 counties that make up the metropolitan Portland region.**

I have been thirsting for this information as a means to advance regional understanding of opportunities that lie before us in advance of the next major cycle of regional decision-making, with the Climate Smart Communities program, the Urban Growth Report and Urban Growth Management decision-making as well as the Regional Transportation Plan. Draft information was shared at the Coalition for a Livable Future 10th Annual Livability Summit held last October. **I am excited about the prospects for the availability of this information for shared learning experiences, discussion and review at regional and small forums with local partners as our policy making work proceeds in 2013 and 2014.**

I have recently come to understand that the project is pushing hard to complete the availability of the on-line technical tool for presenting the vast array of information and filters for use. That is wonderful for all of the staff level experts that will use the tool in the course of their important project work. **But what about providing learning opportunities for elected officials and key stakeholders through-out the region? What about providing resources for policy discussions in large forums as well in small groups and in one-on-one discussions?** Past experience highlights to me that elected officials, of which I am one, will not utilize an on-line tool for such purposes. Please note that the status of engagement materials is not yet confirmed (with Metro staff and CLF.)

I am pro-actively generating **a request for a budget proposal to identify and secure budget resources to produce a set of materials (an illustration or discussion guide with a reasonable set of opportunity maps and key lessons learned, and appropriate presentation materials) to be used for engagements no later than the end of 2013.** These resources should help support the Climate Smart Communities Phase 3 work, as well as foster regional community understanding in advance of the next Urban Growth Report (due in 2014).

Without these resources, I know of no other tool that will foster understanding across our region partners for the significant growth management policy discussions and decision-making to be made in the upcoming calendar year, 2014. I assume a contractor could be utilized (M&S) to craft the materials and also I assume that M&S will be needed for packaging and printing materials. (A total guess: a contractor for 4-6 months max \$50K and print production costs \$20K.)

I hope you will join me in asking the COO (and Metro staff) to develop a solution to support this smaller program, an investment to support collaborative regional decision-making in 2014.



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COUNCILOR KATHRYN HARRINGTON, DISTRICT 4

To: Metro Council
From: Councilor Kathryn Harrington
Date: April 25, 2013
Subject: Request for Budget Proposal to support follow-through on Active Transportation Strategies

Summary

For the last two years, the Metro Council has supported the development of the region's first ever **Active Transportation Plan**. This plan is being finalized by the development team, the Stakeholder Advisory Committee, with **final recommendations coming to the Metro Council in June**. During the development of this strategic plan, multiple noteworthy facts have come to light that have made me realize that the work of going from recommended strategies to plans and implementation has really just begun. In addition, there seems to be a thirst among many regional partners for assistance to figure out how to deliver the needed community serving solutions. **As such, I am requesting that a proposal for subsequent work be developed for consideration in the FY 13-14 budget. My hope is that the Metro Council will choose to invest in advancing walking and bicycling corridor solutions, also referred to as Active Transportation solutions. Budget desired outcome: For the next two years, through dedicated Metro staff resource(s) ensure that the strategies in the soon to be proposed Active Transportation Plan are realized through Local Transportation System Plans (TSP), Local Capital Improvement Plans (CIP) and regional plans (RTP, RTFP.)**

To illustrate potential budget amendments (yet to developed utilizing staff expertise), this may take the shape of 1 person (\$110K/year, \$220K for 2 years, \$50K M&S for 2 years for a total proposal of \$270,000 for 2 years, \$135K per year for FY13-14 and FY14-15.) Given that the final strategic recommendations in the regional Active Transportation Plan will be released and presented to the Metro Council in June, the Metro Council may wish to set aside the money for this work and make a final decision in the subsequent months when adequate time is available.

Overview

The Regional Active Transportation program was last reviewed with the Metro Council in February in a work session. The ATP is expected to allow the region to compete more effectively for limited funding and coordinate projects for seamless connection. Development of the ATP was identified as a recommended follow up activity in the 2035 RTP to address these needs. Phase one is complete providing a comprehensive existing conditions analysis of the current regional pedestrian and bicycle networks. Phase two was underway as presented in the February work session, identifying project needs and evaluating a range of improvements to the networks. The final phase, phase three, is expected to result in a tiered list of regional Active Transportation priority projects for development (some of which are totally new network solutions/corridors), a recommended phased implementation plan and proposed investment strategies for implementing this new regional Active Transportation network. **Those results will only be realized with effective follow-up with our regional partners, both at the staff level and the elected level.**

During the last year of this project I have been startled by some things discovered through the development of this strategic plan. Various examples include:

- While our region has a few major network pathways, our regional system project list is lacking in sufficient network paths/corridors, lacking as in non-existent. Our region needs to define and build a true regional system that serves the majority of potential users. We aren't talking about just gaps in current pathways, but rather significant routes that are not yet reflected in plans and project lists.
- Today, nearly 18 percent of all trips in Clackamas, Multnomah and Washington counties are made by walking and bicycling.
- Fifteen percent of children under the age of 14 bicycle where they need to go. If the system is not safe, we have a big issue to address.
- Twenty-five percent of young people aged 25 to 34 years old use active modes to get around. How do we continue these trends in the future decades of their lives?
- Fifteen percent of our trips made by car are under one mile. One mile is not far. We could reduce congestion, improve our personal health and reduce air pollution if we made more of these trips by walking, bicycling or using transit.
- The existing walking, bicycling and transit solutions tend to be on arterials, as those are the destination and transit service areas. They are also the most dangerous, so safety is an issue that needs to be addressed.
- Including bicycle and walking projects in roadway preservation projects, and following best practice design guidelines, would improve the region's ability to make regional pedestrian and bicycle routes complete streets. Why should increasing auto capacity be allowed to reduce pedestrian and bicycle connectivity?

Addressing the situation is not just a matter of waiting for the local TSPs to catch up with community needs. As this regional Active Transportation Plan has been developing, an amazing array of support requests have materialized. Many of our local communities seem to be hungry to address this – but need help, assistance that Metro has the expertise to provide. Updates to local Transportation System Plans (TSPs), Local Capital Improvement Plans, the next Regional Transportation Plan (RTP) and the Regional Transportation Functional Plan (RTFP) provide opportunities to include policies and best practices for implementation. Current regional and local transportation plans have clear visions and goals for balanced transportation systems which include bicycling, walking and taking transit; it seems that they don't have all of the policies, tools and corridor definitions needed to realize those visions and goals. Best practices for implementable plans include prioritized project lists, concept level designs, funding plans and performance targets. Specific guidelines for some of the pedestrian and bicycle requirements in the RTFP would support performance measurement and consistent implementation across the region.

- We know that reaching city and regional community ambitions for vibrant communities is dependent upon more people walking, bicycling and accessing transit.
- We know reaching the regional air shed goals is dependent upon more people walking, bicycling and accessing transit.
- We know that our regional economic development goals are dependent upon a workforce that can afford their combined household and transportation costs. Enabling more people to walk, bicycle and access transit helps reach local and regional economic goals.

I hope you will join me in asking the COO (and Metro staff) to develop a solution to support this smaller program. Investing in advancing walking, bicycling and access to transit can deliver appreciable value for the region and our local partners.

Support Document:

BudgetForm_ActiveTransportationFromStrategytoFundingAndImplementation_130415

Bob Stacey

From: Bob Stacey
Sent: Monday, April 29, 2013 5:11 PM
To: Martha Bennett
Cc: Tom Hughes; Shirley Craddick; Kathryn Harrington; Carlotta Collette; Sam Chase; Craig Dirksen; Robin McArthur; Tim Collier
Subject: Budget

COO Bennett and Colleagues,

First, hats off to Councilor Harrington for sharing her budget questions and budget amendment proposals in advance of our work session tomorrow! I won't be able to emulate her thorough effort, but will quickly list the (considerably less informed) questions I have so far. I've grouped them in three categories:

1. Program

My principal concern so far is about the Planning Department's capacity to advance all the work on its agenda. In particular, I have heard more than once in recent days that the 2014 RTP will, in comparison to the last update, be "RTP Lite." I believe the intention is to do little more than what federal law requires in a four-year update cycle. If this is the case, how (if at all) will this update:

- a. Incorporate the findings, transportation priorities and strategies from the Climate Smart Communities program?
- b. Incorporate the projects and policies adopted in the Active Transportation Plan?
- c. Incorporate the Transportation Safety Plan?
- d. Resolve our and ODOT's apparent disagreement about the definition of "auxiliary" and "through" freeway lanes?
- e. Clarify and strengthen the RTP's criteria for exceeding the size and capacity definitions for arterials and throughways?

In addition, the 2015 legislative session is expected to undertake a new transportation funding package, and the CII leadership council has identified proposals for reforming transportation funding. Will the Planning Department have sufficient resources to inform and support Metro's involvement in that effort?

If the answer to one or more of these questions is "It won't," then what level of additional resources would be needed to enable Planning to do these critically important jobs?

2. Resources

The proposed budget would authorize expenditure of 93 percent of the amount of excise tax revenue allowed under the Charter's expenditure limitation. The chart on page 27 of your presentation to Council last Thursday shows this as an under-expenditure of about \$1,500,000 that would be allowed under the Charter.

- a. What are the reasons for budgeting less than the authorized amount?
- b. What are the mechanics for increasing the level of excise tax collection, and what are the barriers?

3. Process

I believe that Council has the opportunity to propose changes to the budget after submission to TSCC and before May 28; that it can discuss and adopt amendments to that "approved" budget as part of the Council's *adoption* of the budget in June; and that those amendments can involve additional expenditures well beyond our actual capacity to raise and spend--in other words, the real time limit for amending the budget is some time in June. Is that correct?

I would appreciate an opportunity to get smarter about these and other questions at tomorrow's work session.

Thanks,
Bob

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