



Metro | Agenda

Meeting: Metro Council Work Session
Date: Tuesday, May 21, 2013
Time: 2 p.m.
Place: Council Chamber

CALL TO ORDER AND ROLL CALL

- | | | |
|---------|--|---|
| 2 PM | 1. ADMINISTRATIVE/ CHIEF OPERATING OFFICER COMMUNICATION | |
| 2:15 PM | 2. THIRD QUARTER FINANCIAL REPORT – <u>INFORMATION / DISCUSSION</u> | Tim Collier, Metro |
| 2:45 PM | 3. IMPLEMENTATION ACTIVITIES FOR THE REGIONAL ACTIVE TRANSPORTATION PLAN – <u>INFORMATION / DISCUSSION</u> | Lake McTighe, Metro |
| 3:30 PM | 4. BREAK | |
| 3:35PM | 5. CONSIDERATION OF THE CITY OF PORTLAND WEST HAYDEN ISLAND PLAN – <u>INFORMATION/DISCUSSION</u> | Eric Engstrom,
City of Portland
Andy Cotugno, Metro |
| 4:05 PM | 6. COUNCIL BRIEFINGS/COMMUNICATION | |

ADJOURN

Metro's nondiscrimination notice

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Agenda Item No. 2.0

THIRD QUARTER FINANCIAL REPORT

Metro Council Work Session
Tuesday, May 21, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 21, 2013 **TIME:** 2:15 p.m. **LENGTH:** 30 minutes

PRESENTATION TITLE: Third Quarter Financial Report

DEPARTMENT: Finance and Regulatory Services

PRESENTER(s): Tim Collier, 503-797-1913, tim.collier@oregonmetro.gov.

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To deliver the third quarter financial report, and update Council on how Metro's actuals are compared to the 2012-13 budget.
- Outcome: Information for Council

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The third quarter financial report is important for two specific reasons and one general reason:

1. Does the third quarter report indicate the need for any budget amendments in the current year which are necessary to insure performance within legal appropriations?

The budget is on track to perform the FY 2012-13 plan with limited adjustment. There will be one more consolidated amendment presented to Council in June to make any final adjustments.

Overall revenues are performing at the conservative pace set forth in the budget plan with some limited exceptions. Expenditures are on track.

The MERC fund will need a budget amendment at year end to recognize increased food and beverage sales. Revenues exceed the costs of food and beverage.

2. Do the ending balance projections for the current year signal any concerns about the FY 2013-14 budget plan?

A review of ending balances confirms that the starting point for the FY 2013-14 budget is secure. All funds have ending balances equal to or greater than the projected starting balance.

3. Lastly, this report fulfills a requirement of Metro's financial policies for monitoring and regular reporting to the Council of the budget's performance. Quarterly reporting was cited in both Moody's and S&P's recent bond rating rate reviews as an example of Metro's strong financial practices.

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? 3rd Quarter Report

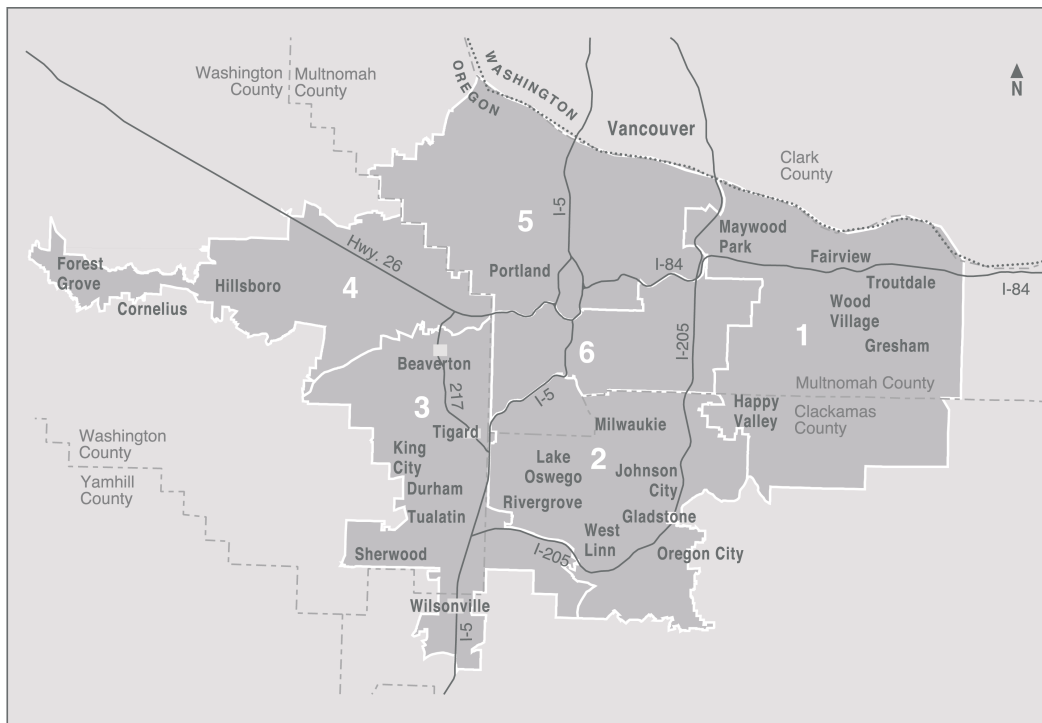


2012-13

THIRD QUARTER REPORT
January through March



Metro | *Making a great place*



Your Metro
representatives

Council President
Tom Hughes
503-797-1889

District 1
Shirley Craddick
503-797-1547

District 2
Carlotta Collette
503-797-1887

District 3
Craig Dirksen
503-797-1549

District 4
Kathryn Harrington
503-797-1553

District 5
Sam Chase
503-797-1546

District 6
Bob Stacey
503-797-1552

Auditor
Suzanne Flynn, CIA
503-797-1891

Metro

Making a great place

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

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

2012-13

THIRD QUARTER REPORT

January through March

printed on recycled content paper

FY 2012-13 Quarterly Report

Third Quarter

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May 21, 2013

Dear President Hughes and Members of the Metro Council:

On behalf of the Finance Team I am today delivering Metro's Third Quarter Financial Report for FY 2012-13. The third quarter report is used in two important ways. First, it determines if we have any potential issues that would require Council action prior to year end to maintain legal expenditure authority. Second, it lets us know if there needs to be any adjustments to the projected ending fund balance, which not only impacts the current year, but could impact the proposed FY 2013-14 budget.

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
All Revenue						
Program Revenues	137,422,967	94,095,544	68.5%	132,123,833	96.1%	94.6%
General Revenues	83,457,319	68,680,777	82.3%	84,539,531	101.3%	99.1%
Other Financing Sources	0	13,148,264	NA	13,148,264	NA	NA
All Revenue	\$220,880,286	\$175,924,584	79.6%	\$229,811,628	104.0%	
Expenditures						
	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	79,743,638	56,318,523	70.6%	76,544,636	96.0%	95.1%
Materials and Services	118,096,944	62,488,035	52.9%	100,292,837	84.9%	69.6%
Total Operating Expenditures	197,840,582	118,806,558	60.1%	176,837,473	89.4%	79.3%
Total Capital Outlay	66,336,062	14,812,353	22.3%	38,071,367	57.4%	44.3%
Total Renewal and Replacement	3,829,260	830,616	21.7%	2,524,141	65.9%	68.4%
Total Expenditures	\$268,005,904	\$134,449,527	50.2%	\$217,432,981	81.1%	72.3%

Revenues continue to outpace projections

Revenues were budgeted conservatively to reflect the continuing sluggishness in the economy, however there are signs that our revenues are on the upswing. There continue to be particularly encouraging signs at the venues, as revenues are tracking higher than budget. A record March has continued the zoo's upward revenue trend started by a great ZooLights season. Food and Beverage revenues at the venues continue to outpace estimates. Transient lodging tax and construction excise tax seem to have returned to prerecession levels, and are showing continued growth. Property tax collections are slightly above target and are projected to end the year above budget.

However there are still some areas for us to keep a watchful eye on. Parks and Property stewardship program revenues are anticipated to end the year below budget. Solid waste tonnage in the region continues to slowly climb, but we are finding those returning tons are going to private facilities and not to Metro's transfer stations.

Expenditures continue to track closely to budget

Operating expenditures also remain closer to budgeted levels than in the past. In a positive way we are watching closely the revenue-expenditure tandem for the venues. As revenues increase with activity, expenditures for the cost of food and beverage and event staffing follow. As parks revenues continue to sag we will be looking to slow spending to lessen the budgetary impacts.

Construction Excise Tax on the upswing

Construction excise tax collections continue to show improvement. Projected collections through the end of the year are on pace to be the highest since 2008 and the third quarter totals currently only \$100,000 below the FY 2011-12 total.

The full report is included in Appendix C.

Completed bond refinancing during third quarter

We have recently completed a refunding of an outstanding bond issue at MRC and zoo in third quarter. This refunding will save Metro \$1.4 million over the remaining term of the bonds.

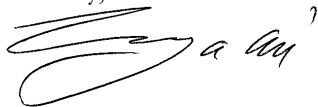
Third quarter prognosis: positive

Generally the news has been positive. Venue activity continues to do well, zoo attendance continues to rise, and property taxes and TLT are above projections. We will continue to monitor expenditures against appropriations, through the spring, to avoid any potential exceptions.

How does this impact the FY 2013-14 budget?

Our projections for how we will end FY 2012-13 are better than we originally anticipated in developing the FY 2013-14 budget. This means that we are starting next fiscal year, from a budget perspective, in a better position than originally forecasted. These year-end numbers are only estimates, but continue to show a positive trend. While we are not out of the woods yet, and there are many difficult financial decisions in front of us, this is a marked improvement over where we have been in recent years.

Sincerely,

A handwritten signature in black ink, appearing to read 'Tim Collier', with a stylized flourish at the end.

Tim Collier, CPA, MBA

Interim Director of Finance and Regulatory Services



METRO REVENUES

Overall Revenues

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
All Revenue						
Program Revenues	137,422,967	94,095,544	68.5%	132,123,833	96.1%	94.6%
General Revenues	83,457,319	68,680,777	82.3%	84,539,531	101.3%	99.1%
Other Financing Sources	0	13,148,264	NA	13,148,264	NA	NA
All Revenue	\$220,880,286	\$175,924,584	79.6%	\$229,811,628	104.0%	

Agency revenues totaled \$175.9 million through the third quarter, or 79.6 percent of the annual budget. By year-end, total revenues are expected to reach \$229.8 million, or 104 percent of budget. Revenues have continued to be strong at the Metropolitan Exposition and Recreation Commission (MERC) Venues. The zoo has again performed very well, showing a strong rise in revenues between February and March. Tonnage at solid waste facilities continues to fall below budgeted figures, impacting both departmental revenues and excise tax collections.

Program Revenues

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Program Revenues						
Charges for Services Revenue	116,387,139	83,428,462	71.7%	113,202,934	97.3%	94.2%
Internal Charges for Svcs-Rev	530,292	530,292	100.0%	530,292	100.0%	96.4%
Licenses and Permits	380,000	274,725	72.3%	380,000	100.0%	95.0%
Miscellaneous Revenue	340,261	569,910	167.5%	634,145	186.4%	135.6%
Grants	12,328,058	5,948,461	48.3%	10,757,765	87.3%	73.0%
Contributions from Governments	3,723,036	879,306	23.6%	3,795,609	101.9%	186.7%
Contributions - Private Source	1,841,927	575,258	31.2%	933,958	50.7%	83.6%
Capital Grants	1,892,254	1,889,130	99.8%	1,889,130	99.8%	472.0%
Program Revenues	\$137,422,967	\$94,095,544	68.5%	\$132,123,833	96.1%	92.8%

Revenues
continue to be
on track

PROGRAM REVENUE BY OPERATING UNIT

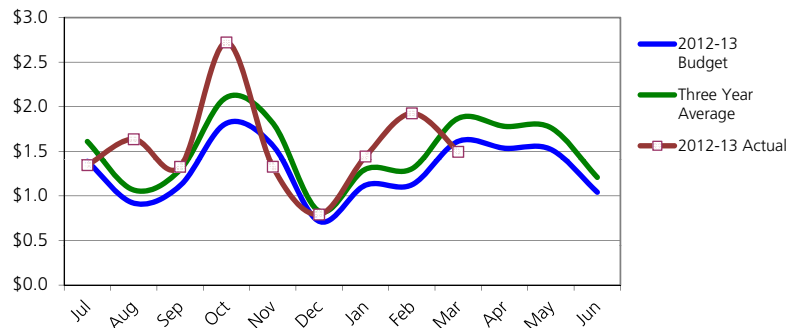
Finance and Regulatory Services

Contractors' Business License revenues through third quarter have picked up, relative to the second quarter, and are projected to reach \$380,000, as originally budgeted.

Metropolitan Exposition Recreation Commission by Venue

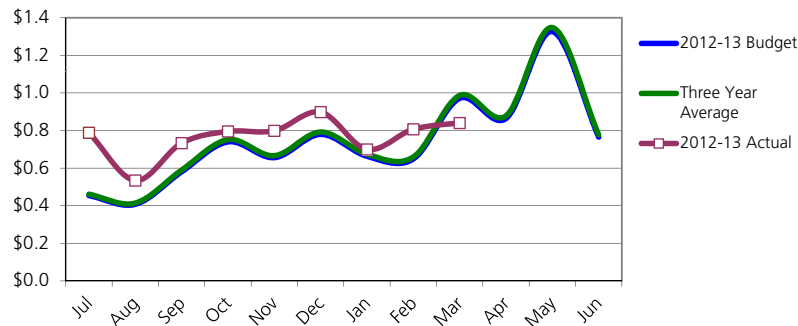
Oregon Convention Center- Program Revenues by Month

shown in millions



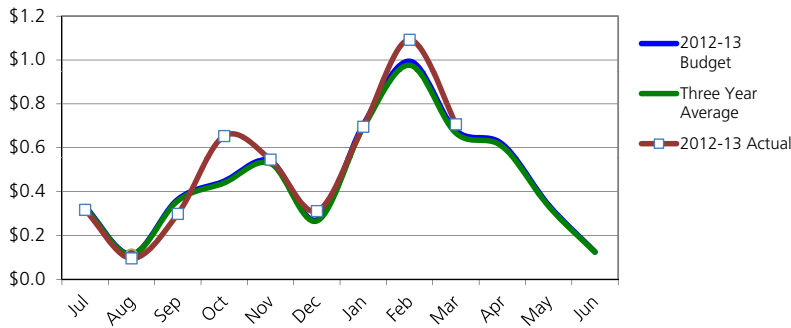
Portland Center for the Performing Arts- Program Revenues by Month

shown in millions



Portland Exposition Center- Program Revenues by Month

shown in millions



**MERC
performance
consistent with
last year**

MERC operating revenues are \$25.6 million year-to-date, compared to \$25.2 million in the prior year, an increase of \$420,000. Operating revenue year-to-date at all three venues is greater than in the prior fiscal year. Expo Center had a record month with \$1.1 million in operating revenue in the month of February. Expo's top grossing events in the third quarter were the Pacific Northwest Sportsman's Show, which continues to perform outstandingly (\$573,000), the Rose City Classic Dog Show (\$285,000), and the Portland Home and Garden Show (\$279,000). Event revenues are greater even though attendance is slightly lower, signaling more overall spending by attendees.

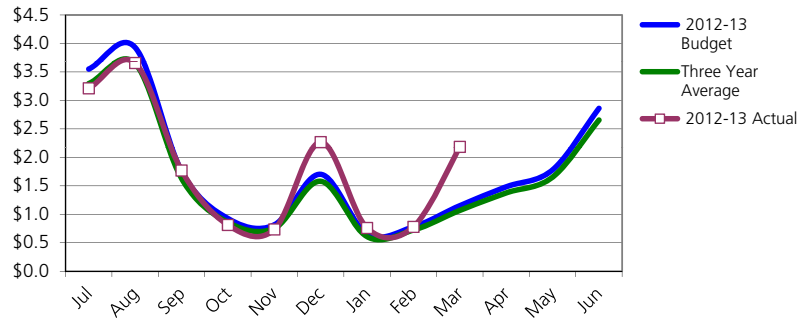
The Oregon Convention Center (OCC) continues to have a great year, booking five additional conventions since the budget was adopted. In addition, shows like Comic Con had more attendees than expected. Audiovisual revenue is close to meeting the annual budget projection of \$1.3 million as of March, due to the investment in equipment and the type of events held. Concession and catering revenues are projected to exceed the original budget forecast by \$1.6 million. Concession and catering revenues are up considerably as groups and individuals are spending more money. April is expected to be another good month for OCC. The major events in the third quarter were the Portland International Auto Show (\$643,000), NAFME Northwest Division Conference (\$369,000), and the Bible Study Fellowship – West Region Leaders Retreat (\$369,000).

Portland Center for Performing Arts (PCPA) operating revenues have trended above the budget line on the revenue chart for most of the year. This trend is a combination of a strong commercial schedule with better than anticipated food and beverage sales and the first year of the new ticketing system. Ticketing commissions are expected to be \$661,000 greater than originally estimated. PCPA collects the full service charge, pays the ticketing company their ticket agency fee, and then pays the credit card expense (as reflected in materials and services), which reflects an increase of \$642,000 by year end. Under the previous ticketing company, fees were taken out prior to sending ticket commissions to Metro. The largest grossing performances in the third quarter were *War Horse* (\$249,000), *Book of Mormon* (\$238,000), and *Swan Lake* (\$120,000).

Oregon Zoo

Oregon Zoo- Program Revenues by Month

shown in millions



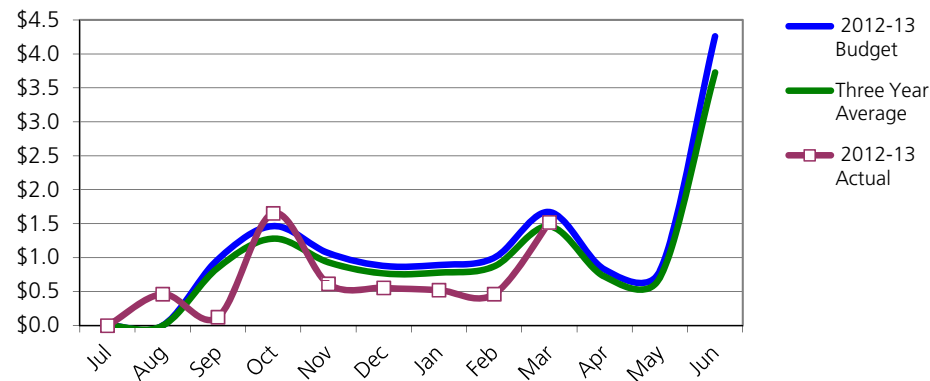
March attendance reached record levels, with 159,718 visitors passing through the gate, as compared to 80,943 visitors in March 2012. The combination of a new flamingo exhibit opening and outstanding Spring Break weather brings the yearly attendance to 100,000 more visitors than last year. Revenue is approximately \$1 million dollars above budgeted projections. Management is focused on maintaining this high performance through year-end.

**Zoo sets
monthly
attendance
record in
March**

Planning and Development/Research Center

Planning and Development/Research Center- Program Revenues by Month

shown in millions



Planning revenues are projected to end the year at 9 percent, or \$1.1 million, below budget, in part due to the first quarter rescoping of the Southwest Corridor project. Delayed grant funding includes \$200,000 for the Powell-Division Bus Rapid Transit project (now expected to begin in FY 2013-14), as well as the delay of \$451,000 in Regional Travel Options projects.

The department received the expected \$500,000 in grant funding for RTO work completed last year.

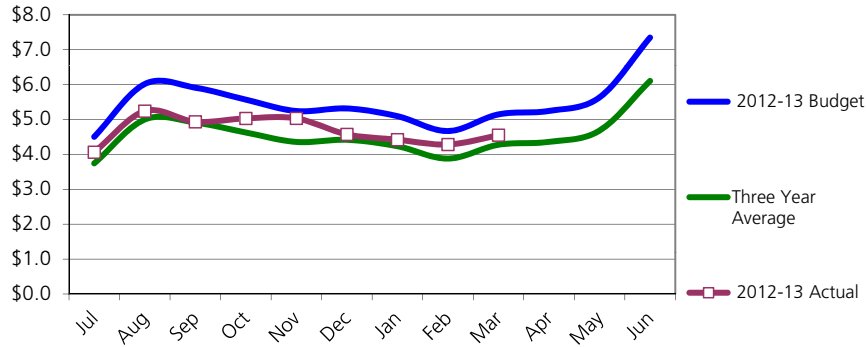
Each year the August revenues are adjusted in the Planning chart to account for year-end accounting entries.

Waste stream continues to shift to private facilities

Parks and Environmental Services

Parks and Environmental Services- Program Revenues by Month

shown in millions



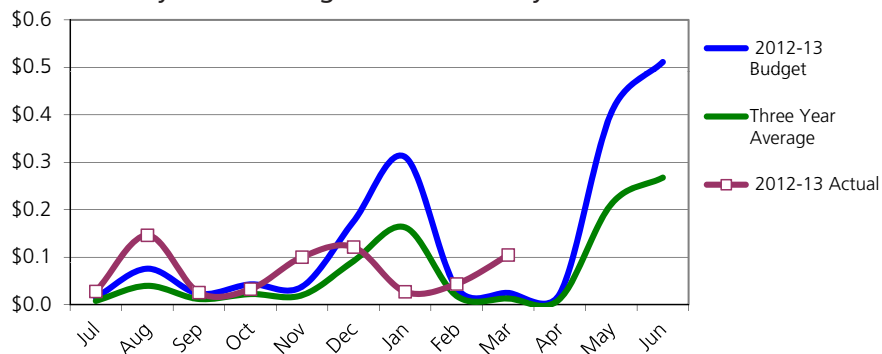
Total Parks and Environmental Services program revenues are projected to end the year 9.8 percent (\$6,455,000) lower than budgeted levels, due almost exclusively to Solid Waste Operations, showing little change from the second quarter.

Overall Parks and Property Stewardship program revenues are anticipated to end the year 10.3 percent (\$513,000) lower than budgeted levels, a further decline of \$28,000 from the second quarter. A new revenue and expense structure under the new Glendoveer Golf course operating contract became effective January 1, 2013. As a result, a budget amendment during the second quarter recognized gross revenue of \$1.37 million for the period January through June 2013. Under the previous contract, the operator paid the expenses and only remitted net revenues owed to Metro. Under the new contract Metro receives gross revenue and pays for approved expenses to the operator.

Based on third quarter results, year-end tonnage at Metro facilities is expected to fall 12.1 percent below budget, while tonnage at non-Metro facilities is expected to be 1.4 percent above budget. This displays a slight recovery, relative to the second quarter. The downturn at Metro transfer stations is mainly because waste continues to shift from Metro to private facilities and to a lesser degree because of changes in the waste stream, e.g., the Portland residential organics program. Year-end program revenues are projected to be 10.6 percent (\$5,943,000) lower than budgeted. The year-end projection includes higher than budgeted revenues for the MetroPaint Stewardship Program (PaintCare).

Sustainability Center

Sustainability Center- Program Revenues by Month



Sustainability Center program revenues are projected to end the year 48.0 percent lower than budgeted. This is a significant change from the second quarter. The Blue Lake Trail section of the 40-Mile Loop Trail (\$836,000) and the recognition of the expenditures made directly by the Oregon Department of Transportation as revenue (\$836,000) will not be completed this year. Bidding for this project is scheduled in May 2013 and the project has been carried forward to FY 2013-14.

Actual grant revenues for other projects, mainly natural areas restoration projects, will depend on the ability to complete the projects associated with the grants. Generally, during the first quarter, projects are in the scoping phase and completion takes place between the second and fourth quarters.

General Revenues

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
General Revenue						
Real Property Taxes	51,157,728	49,006,980	95.8%	51,980,000	101.6%	101.5%
Excise Taxes	15,639,971	10,572,861	67.6%	14,993,217	95.9%	95.4%
Construction Excise Tax	1,760,000	1,204,351	68.4%	2,200,000	125.0%	107.6%
Other Derived Tax Revenues	75,000	16,971	22.6%	30,000	40.0%	120.3%
Local Govt Shared Revenues	13,671,720	7,043,501	51.5%	14,158,630	103.6%	85.1%
Interest Earnings	1,152,900	836,113	72.5%	1,177,684	102.1%	78.5%
General Revenue	\$83,457,319	\$68,680,777	82.3%	\$84,539,531	101.3%	98.8%

Property Taxes– Most property tax revenues are received during the second quarter. Based on receipts to date, property tax revenues are projected to end the year somewhat more than budget.

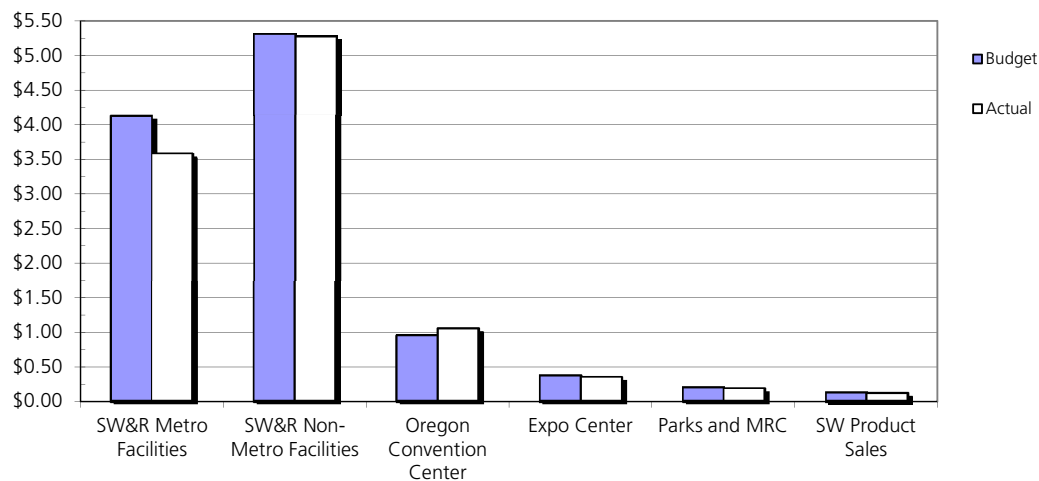
Transient Lodging Tax– receipts provide fundamental operating and marketing financial support for OCC and PCPA. Year to date transfers received from Multnomah County total \$6.8 million compared \$6.2 million in the prior year, a 9.4 percent increase. Year to date as of March room nights sold in the market are up 3.6 percent, occupancy rates (room nights per hotel) are up 3.6 percent and the average daily room rate (ADR) is up 3.7 percent.

Interest Earnings– Total interest earnings are projected to end the year just above budget; interest rates remain extremely low.

Excise Tax

Excise Tax Received Through March 31, 2013, Budget vs. Actual

shown in millions



Non-tonnage excise tax is projected to end the year slightly above budget. Solid waste excise tax projections are currently 5.12 percent below budget.

Property Tax collections continue on target

METRO EXPENDITURES– OPERATING DEPARTMENTS

Metro Operating Departments

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	62,043,634	43,774,294	70.6%	59,929,880	96.6%	95.2%
Materials and Services	107,218,786	58,048,828	54.1%	92,923,546	86.7%	78.5%
Total Operating Expenditures	169,262,420	101,823,122	60.2%	152,853,426	90.3%	84.3%
Total Capital Outlay	66,434,547	14,793,723	22.3%	37,729,902	56.8%	45.0%
Total Renewal and Replacement	2,978,042	547,869	18.4%	2,144,141	72.0%	71.3%
Total Expenditures	\$238,675,009	\$117,164,714	49.1%	\$192,727,469	80.7%	71.8%

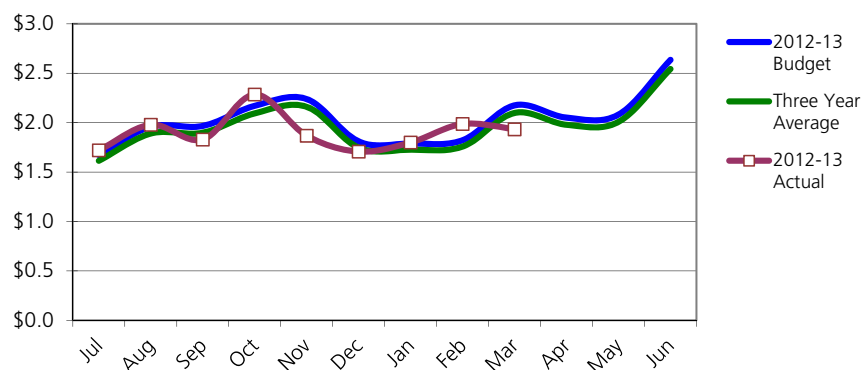
EXPENDITURES BY DEPARTMENT

MERC

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	17,403,962	12,384,356	71.2%	16,912,475	97.2%	94.3%
Materials and Services	24,341,158	16,369,456	67.3%	24,321,473	99.9%	95.9%
Total Operating Expenditures	41,745,120	28,753,813	68.9%	41,233,948	98.8%	95.1%
Total Capital Outlay	3,344,077	1,526,119	45.6%	2,844,077	85.0%	63.6%
Total Expenditures	45,089,197	30,279,931	67.2%	44,078,025	97.8%	95.1%

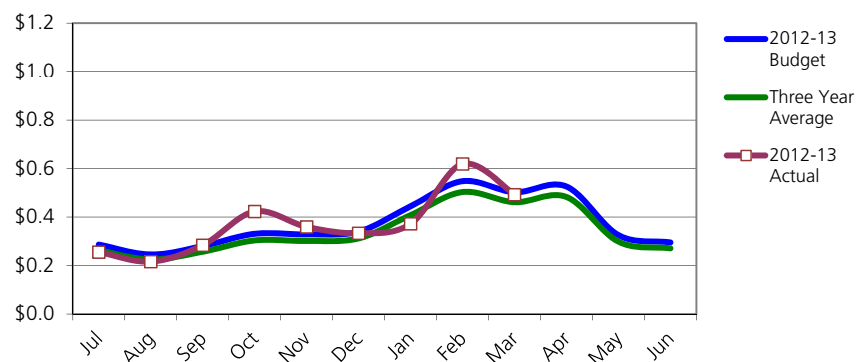
OCC- Operating Expenditures by Month

shown in millions



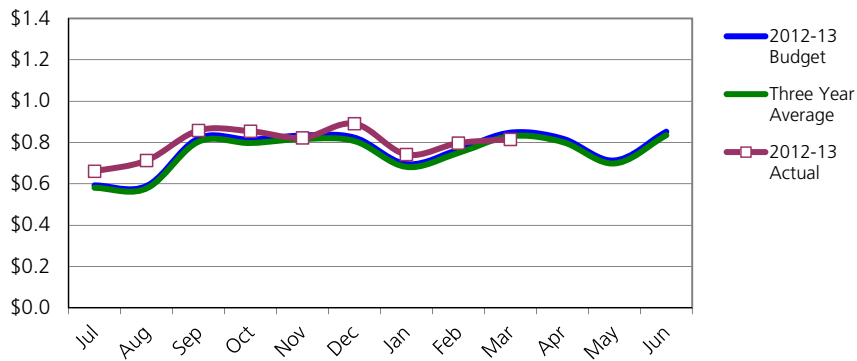
EXPO- Operating Expenditures by Month

shown in millions



PCPA- Operating Expenditures by Month

shown in millions



MERC year-to-date operating expenditures are \$28.8 million, compared to \$29.0 million in the prior year. Operating expenditures relate directly to the event schedule at each venue.

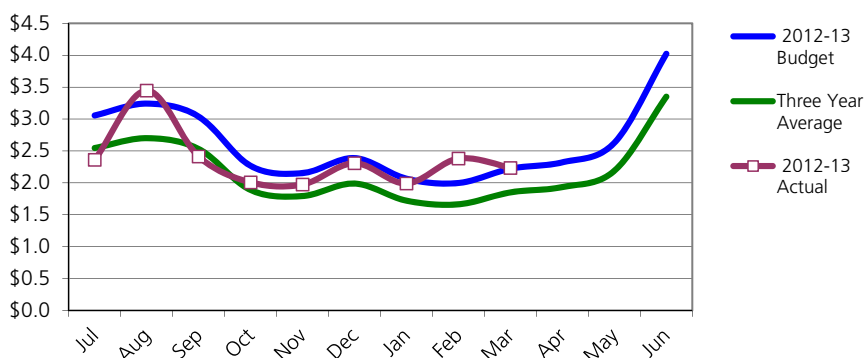
Food and beverage sales are expected to be \$1.9 million greater than the original budget forecast. With increased sales comes a greater cost of goods and services sold, which were forecasted to be an additional \$1.7 million. The new costs at PCPA for the ticket agency fee and credit card expense are currently estimated to be \$642,000 higher than budgeted. An amendment to increase appropriations to provide for the new ticketing contract and the increased food and beverage sales is proposed in Commission Resolution 13-08. The Oregon Convention Center continues to generate savings with several positions remaining vacant.

Oregon Zoo

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	18,639,755	13,007,015	69.8%	17,814,777	95.6%	95.0%
Materials and Services	12,587,756	8,077,398	64.2%	12,084,246	96.0%	87.8%
Total Operating Expenditures	31,227,511	21,084,413	67.5%	29,899,023	95.7%	92.1%
Total New Capital	3,012,929	771,701	25.6%	1,072,322	35.6%	72.5%
Total Renewal and Replacement	797,754	239,687	30.0%	600,000	75.2%	70.6%
Total Expenditures	35,038,194	22,095,800	63.1%	\$31,571,345	90.1%	90.8%

Oregon Zoo- Operating Expenditures by Month

shown in millions



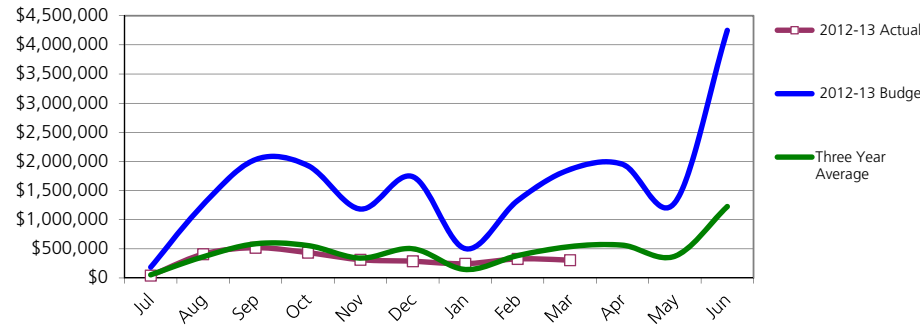
Zoo Operating Expenditures: The zoo continues its very close monitoring of expenditures, with a focus on managing seasonal, temporary and overtime staffing. In the fourth quarter, focus has shifted to the summer 2013 concert season, supporting moves and plans for the Elephant Lands project, and strategic planning for admissions, food services and facilities management.

Oregon Zoo Infrastructure and Animal Welfare Bond

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	533,850	323,534	60.6%	451,034	84.5%	90.5%
Materials and Services	14,753	8,179	55.4%	14,753	100.0%	0%
Total Operating Expenditures	548,603	331,713	60.5%	465,787	84.9%	108.0%
Total Debt Service			0%		0.0%	0.0%
Total Capital Outlay	18,963,162	2,549,692	13.4%	9,654,356	50.9%	51.1%
Total Expenditures	\$19,511,765	\$2,881,405	14.8%	\$10,120,143	51.9%	54.6%

Oregon Zoo Infrastructure and Animal Welfare Bond- Expenditures by Month

shown in millions



The Elephant Lands design team was approved to proceed to the construction document design phase. In December 2012, the Metro Council approved the staff recommendation to allocate a portion of bond sale premium funds to offset budget overage related to geotechnical challenges. Construction on the service road and Wildlife Live, and the demolition of Tiger Plaza will begin in the fourth quarter.

Construction drawings on the Condor Habitat are 99 percent complete, with construction to begin in May and expected to be completed in January 2014. With the increased construction activity, substantially higher bond expenses are projected in the fourth quarter.

The Metro Council directed staff to exercise the property purchase option for the Roslyn Lake property for the Remote Elephant Center. Land-use planning options and strategies are being developed as well as funding sources for long-term operating costs.

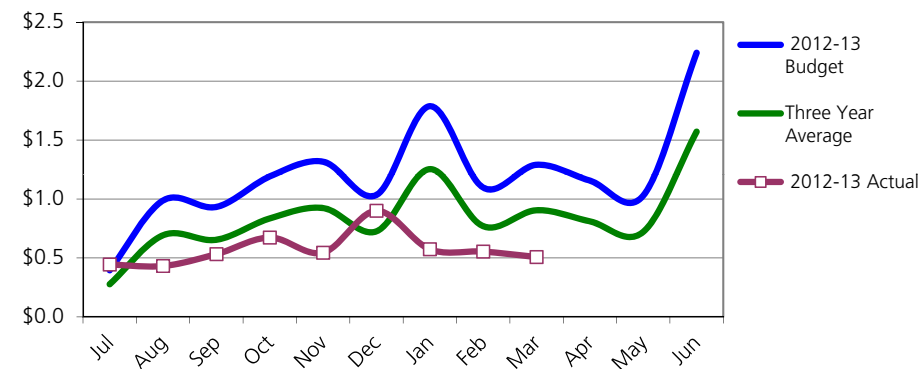
Condor
habitat project
proceeding as
scheduled

Planning and Development

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	5,590,211	3,926,187	70.2%	5,200,000	93.0%	94.5%
Materials and Services	8,866,159	1,236,319	13.9%	2,398,000	27.0%	40.9%
Total Expenditures	14,456,370	5,162,506	35.7%	7,598,000	52.6%	61.0%

Planning and Development- Operating Expenditures by Month

shown in millions



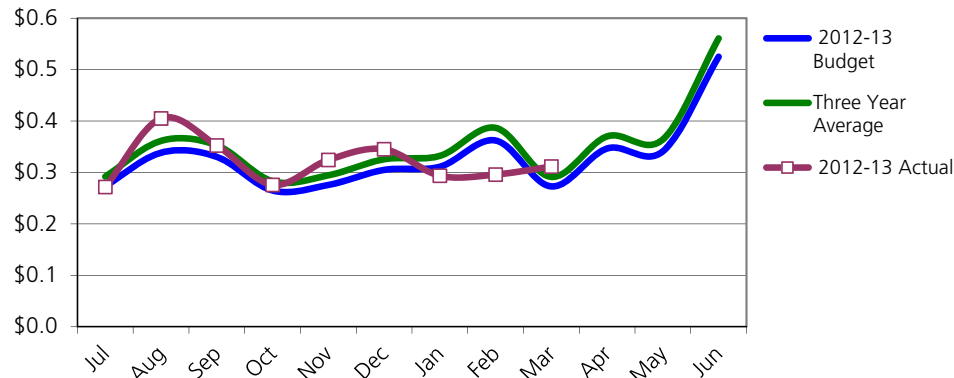
The re-scoping of the Southwest Corridor project will result in an underspend of more than \$1.4 million. The Development Opportunity Fund expects a carry forward of \$386,000 in small construction grants. An underspend figure of \$3.5 million, in the Transit Oriented Development program, will be carried forward to fund projects in future years.

Research Center

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	3,327,876	2,397,445	72.0%	3,286,925	98.8%	96.3%
Materials and Services	617,779	478,229	77.4%	519,600	84.1%	87.7%
Total Expenditures	3,945,655	2,875,674	72.9%	3,806,525	96.5%	94.2%

Research Center- Operating Expenditures by Month

shown in millions



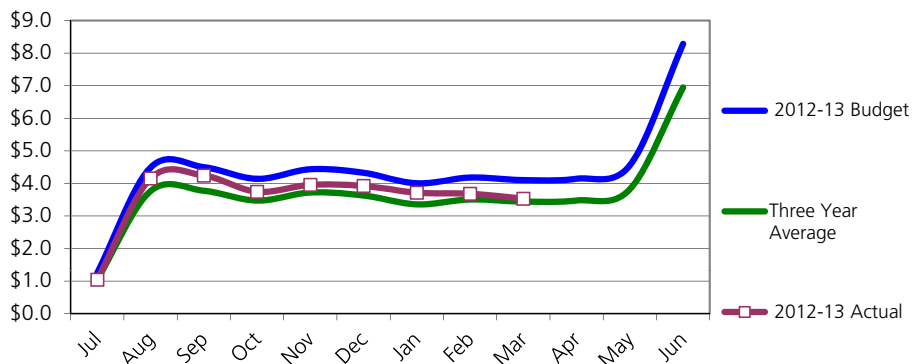
Research Center spending is projected to end the year very close to historical levels of spending.

Parks and Environmental Services

	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	% of Budget	3-year Average
General Fund	\$7,940,869	4,823,146	60.7%	\$7,687,105	96.8%	
Solid Waste Revenue Fund	\$49,645,731	27,531,709	55.5%	\$41,779,726	84.2%	
General Asset Management Fund	\$2,867,769	397,981	13.9%	\$1,820,681	63.5%	
All Funds	Budget	YTD Actuals	YTD % of Budget	Year-End Projection	% of Budget	3-year Average
Personal Services	9,906,145	6,948,266	70.1%	9,716,015	98.1%	94.1%
Materials and Services	42,498,599	25,038,379	58.9%	38,293,960	90.1%	91.5%
Total Operating Expenditures	52,404,744	31,986,644	61.0%	48,009,975	91.6%	92.0%
Capital Outlay	6,140,040	623,769	10.2%	1,936,781	31.5%	23.3%
Renewal and Replacement	2,123,169	310,493	14.6%	1,520,681	71.6%	
Total Expenditures	60,667,953	32,920,906	54.3%	51,467,437	84.8%	85.1%

Parks and Environmental Services- Operating Expenditures by Month

shown in millions



Parks and Environmental Services operating expenditures for the third quarter continue to closely track the budgeted amount and historical average expenditures. Expenditures, in general, reflect normal seasonal patterns of Parks and Property Stewardship and Solid Waste Operations. Year-end projections for personnel services and materials and services expenses are trending toward 98.1 percent and 90.1 percent, respectively, of budgeted levels.

Operating expenditures are following seasonal patterns and are projected to end the fiscal year approximately \$254,000 below budget, which is lower than the second quarter projections. This is due mainly to extended vacancies and delays in hiring. A budget amendment during the second quarter increased expenditure authority (by \$1,200,000) to implement a new revenue and expenses structure under the new Glendoveer Golf Course operating contract effective January 1, 2013. Under the previous contract, the operator paid the expenses and only remitted net revenues owed to Metro. Under the new contract, Metro receives gross revenue and pays for approved expenses to the operator.

In Solid Waste Operations, based on third quarter results the year-end tonnage at Metro facilities is expected to fall 12.1 percent below budget, a decline from the second quarter. Due to fixed costs, the expected shortfall in revenue will not be fully offset by a reduction in tonnage-related materials and services expenditures. The department will continue to monitor these trends closely to determine the potential impact on the Solid Waste Fund reserves.

The department spent less than 10 percent of its capital budget during the third quarter. About 66 percent of the capital budget is related to Solid Waste Operations. The year-end capital expenditures projection for Solid Waste Operations assumes that the St Johns Landfill Remediation project (\$1,000,000) will still be in the feasibility study phase during FY 2012-13 and will be carried forward to FY 2013-14. In addition, the projection assumes that current negotiations with a potential purchaser of landfill gas will be successful and the Gas to Energy Project (\$1,150,000) will not move forward. Several projects at Metro Transfer Stations have been carried forward to FY 2013-14 due to design considerations, permitting and feasibility studies. Construction for a major parks renewal and replacement project, the Gleason Boat Ramp (\$1,286,000), continued during the third quarter and is expected to be completed in summer 2013. Total year-end capital and renewal and replacement expenditures are expected to be 41.0 percent lower than budget.

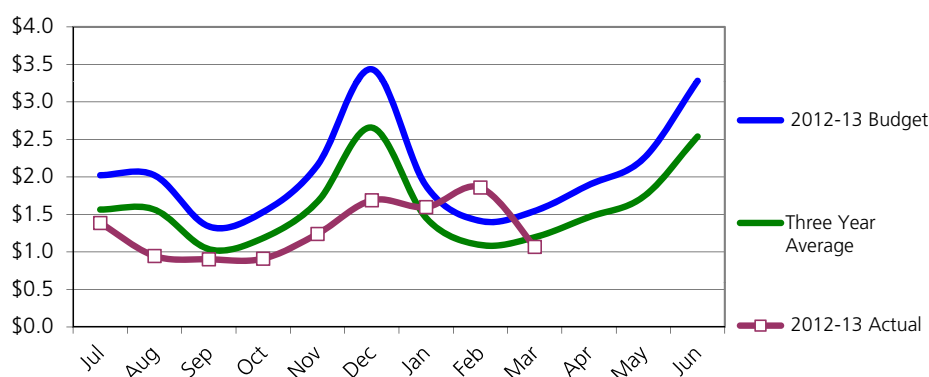
Sustainability Center

	Budget	YTD	YTD % of Budget	Year-End Projection	% of Budget	
General Fund	\$4,332,136	\$2,954,932	68.2%	\$4,096,887	94.6%	
Solid Waste Revenue Fund	\$6,352,539	\$3,535,103	55.6%	\$5,282,592	83.2%	
Natural Areas Fund	\$45,177,698	\$13,837,979	30.6%	\$32,809,104	72.6%	

All Funds	Budget	YTD	YTD % of Budget	Year-End Projection	% of Budget	3-year Average
Personal Services	6,641,835	4,787,492	72.1%	6,548,654	98.6%	98.5%
Materials and Services	18,115,919	6,813,071	37.6%	15,291,514	84.4%	67.3%
Total Operating Expenditures	24,757,754	11,600,563	46.9%	21,840,168	88.2%	74.8%
Capital Outlay	32,345,004	8,892,260	27.5%	20,816,610	64.4%	45.1%
Renewal and Replacement	23,460	10,522	44.9%	23,460	100.0%	24.6%
Total Expenditures	57,126,218	20,503,345	35.9%	42,680,238	74.7%	57.3%

Sustainability Center- Operating Expenditures by Month

shown in millions, excluding capital acquisitions



Year-end projections for personnel services and materials and services expenses are trending toward 98.6 percent and 84.4 percent, respectively, of the budgeted levels with almost no changes from the second quarter. The peak observed in February is due mainly to the combined effect of payments made under the Local Share and the Grants Programs in the Natural Areas Fund, and Grants to Other Government payments made under the Resource Conservation and Recycling Program in the Solid Waste Fund.

In Parks and Planning, several projects continue to be under review or in the scoping phase. The majority of the projects under this program require extensive involvement with stakeholders, the general public, and public agencies at different levels of government. This causes projects to tend to fall behind schedule. The year-end projection anticipates that the Blue Lake Trail section of the 40-Mile Loop Trail (\$836,000) and the recognition of the expenditures made directly by the Oregon Department of Transportation as a Metro asset will not be completed this year. Bidding for this project is scheduled in May and the project has been carried forward to FY 2013-14. Underspending of about \$100,000 has been identified during the third quarter from the regional public involvement project to evaluate the Natural Areas Option Levy and is included in the end-of-year forecast.

Expenditures in the Resource Conservation and Recycling program generally take place from the second to fourth quarter, mainly as Grants to Other Governments. Additional underspending (\$178,000) was identified during the third quarter and is included in the year-end projection together with historical underspending patterns.

In Natural Areas, expenditures in materials and services from the Local Share Program are below budget and three-year average trend. Metro acquired 196 acres (\$1,536,000) of natural areas during the third quarter. The year-end forecast for Local Share and for capital (land acquisition) is conservative, based on historical patterns and expected acquisitions by the end of the fiscal year.

EXPENDITURES– SUPPORT DEPARTMENTS

All Support Departments

	2012-13 Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	17,620,204	12,470,289	70.8%	16,512,756	93.7%	95.7%
Materials and Services	6,457,259	3,123,729	48.4%	5,138,541	79.6%	79.5%
Total Operating Expenditures	24,077,463	15,594,018	64.8%	21,651,297	89.9%	89.4%
Total Capital Outlay	303,781	256,942	84.6%	311,465	102.5%	56.1%
Total Renewal and Replacement	884,877	269,914	30.5%	380,000	42.9%	38.9%
Total Expenditures	\$25,266,121	\$16,120,874	63.8%	\$22,342,762	88.4%	88.7%

Council Office

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	3,358,319	2,482,130	73.9%	3,200,500	95.3%	96.6%
Materials and Services	796,921	182,333	22.9%	466,500	58.5%	49.1%
Total Expenditures	4,155,240	2,664,464	64.1%	3,667,000	88.3%	87.8%

Office of the Auditor

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	673,290	473,880	70.4%	645,756	95.9%	95.4%
Materials and Services	44,474	24,048	54.1%	30,791	69.2%	58.3%
Total Expenditures	717,764	497,928	69.4%	676,547	94.3%	93.2%

Office of the Metro Attorney

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	1,848,005	1,297,862	70.2%	1,740,000	94.2%	94.2%
Materials and Services	65,200	26,515	40.7%	55,000	84.4%	86.2%
Total Expenditures	1,913,205	1,324,377	69.2%	1,795,000	93.8%	93.9%

Communications

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	2,335,825	1,744,101	74.7%	2,333,000	99.9%	99.2%
Materials and Services	261,500	107,612	41.2%	190,000	72.7%	64.8%
Total Expenditures	2,597,325	1,851,712	71.3%	2,523,000	97.1%	95.7%

Finance and Regulatory Services

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	4,989,500	3,365,085	67.4%	4,473,000	89.6%	94.1%
Materials and Services	3,482,773	1,700,009	48.8%	2,716,850	78.0%	79.5%
Total Operating Expenditures	8,472,273	5,065,093	59.8%	7,189,850	84.9%	86.1%
Total New Capital	293,781	245,476	83.6%	300,000	102.1%	85.3%
Total Renewal and Replacement	30,000	0	0.0%	30,000	100.0%	119.8%
Total Expenditures	\$8,796,054	\$5,310,570	60.4%	\$7,519,850	85.5%	86.3%

Human Resources

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	1,732,402	1,242,348	71.7%	1,651,500	95.3%	95.1%
Materials and Services	902,431	414,652	45.9%	783,600	86.8%	83.4%
Total Expenditures	2,634,833	1,657,001	62.9%	2,435,100	92.4%	92.7%

Information Services

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	2,682,863	1,864,884	69.5%	2,469,000	92.0%	95.6%
Materials and Services	903,960	668,559	74.0%	895,800	99.1%	81.2%
Total Operating Expenditures	3,586,823	2,533,443	70.6%	3,364,800	93.8%	92.0%
Total New Capital	10,000	11,465	114.7%	11,465	114.7%	87.3%
Total Renewal and Replacement	854,877	269,914	31.6%	350,000	40.9%	28.0%
Total Expenditures	\$4,451,700	\$2,814,823	63.2%	\$3,726,265	83.7%	86.3%

EXPENDITURES– NON-DEPARTMENTAL

Non-departmental

	Budget	Actual YTD	YTD % of Budget	Year-end Projection	Year-end % of Budget	3-Year Average
Personal Services	79,800	73,939	92.7%	102,000	127.8%	
Materials and Services	4,597,562	1,343,275	29.2%	2,230,750	48.5%	27.9%
Total Operating Expenditures	4,677,362	1,417,214	30.3%	2,332,750	49.9%	27.9%
Total Debt Service	54,769,223	38,231,334	69.8%	54,769,223	100.0%	127.9%
Total Capital Outlay	218,825	0	0.0%	30,000	13.7%	
Total Expenditures	\$59,665,410	\$39,648,548	66.5%	\$57,131,973	95.8%	117.1%

Non-departmental special appropriation expenditures during the third quarter included the following:

- \$500,750 in Construction Excise Tax grant reimbursements.
- \$49,000 of \$150,000 expected for Metro's external financial audit.
- \$42,500 for the Metro website project. The project remains on schedule and on budget.
- \$37,500 of budgeted \$75,000 sponsorship of The Intertwine Alliance.
- \$17,400 in Nature in Neighborhoods grant reimbursements.
- \$15,000 Rail-volution sponsorship.
- \$3,200 of \$15,250 in general agency sponsorships. Total spending in this category through the third quarter is \$11,925.







APPENDIX A – Fund Tables, year to year comparison

General Fund (consolidated), as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	27,621,707		31,796,742		31,796,742	
Program Revenues	40,929,885	7,282,211	24,861,109	60.7%	39,412,028	96.3%
General Revenues	30,051,190	4,860,867	23,546,163	78.4%	30,011,761	99.9%
Transfers	46,925,816	9,420,854	27,929,886	59.5%	38,479,169	82.0%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	2,000	0.0%	2,000	0.0%
Subtotal Current Revenues	117,906,891	21,563,932	76,339,158	64.7%	107,904,958	91.5%
Total Resources	145,528,598		108,135,900		139,701,700	
Requirements						
Operating Expenditures	85,830,212	16,300,218	51,203,820	59.7%	73,022,837	85.1%
Debt Service	1,654,290	0	564,645	34.1%	1,654,290	100.0%
Capital Outlay	244,325	16,000	35,422	14.5%	30,000	12.3%
Interfund Transfers	7,764,625	760,044	3,556,939	45.8%	7,764,625	100.0%
Intrafund Transfers	33,762,699	6,599,547	19,350,811	57.3%	25,322,024	75.0%
Contingency	1,849,319					
Subtotal Current Expenditures	131,105,470	23,675,809	74,711,636	57.0%	107,793,776	82.2%
Unappropriated Balance	14,423,128		33,424,263		31,907,924	
Total Requirements	145,528,598		108,135,900		\$139,701,700	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	25,619,555	0	28,964,227		28,964,227	
Program Revenues	40,401,436	6,918,244	24,949,482	61.8%	37,910,912	93.8%
General Revenues	29,133,718	4,491,293	22,572,859	77.5%	28,603,636	98.2%
Transfers	47,242,596	6,108,555	22,134,952	46.9%	38,632,979	81.8%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	19,700	0.0%	24,400	0.0%
Subtotal Current Revenues	116,777,750	17,518,093	69,676,992	59.7%	105,171,927	90.1%
Total Resources	142,397,305		98,641,219		134,136,154	
Requirements						
Operating Expenditures	84,526,381	16,021,679	50,633,657	59.9%	70,901,861	83.9%
Debt Service	1,588,215	0	576,607	36.3%	1,588,214	100.0%
Capital Outlay	47,000	26,982	75,184	160.0%	130,131	276.9%
Interfund Transfers	5,053,606	790,655	3,781,777	74.8%	5,045,607	99.8%
Intrafund Transfers	32,830,111	3,411,631	10,731,445	32.7%	24,673,599	75.2%
Contingency	3,562,142	0	0		0	
Subtotal Current Expenditures	127,607,455	20,250,947	65,798,670	51.6%	102,339,412	80.2%
Unappropriated Balance	14,789,850		32,842,549		31,796,742	
Total Requirements	142,397,305		98,641,219		\$134,136,154	

General Asset Management Fund, as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	7,058,047		7,507,546		7,507,546	
Program Revenues	2,932,474	1,862,254	1,874,824	63.9%	3,157,474	107.7%
General Revenues	27,800	7,916	21,274	76.5%	29,000	104.3%
Transfers	2,416,700	398,151	1,194,453	49.4%	2,416,700	100.0%
Special Items	0	0	0	0.0%	0	
Extraordinary Items	0	0	0	0.0%	0	
Other Financing Sources	0	3,486	3,486	0.0%	3,486	
Subtotal Current Revenues	5,376,974	2,271,807	3,094,038	57.5%	5,606,660	104.3%
Total Resources	12,435,021		10,601,584		13,114,207	

Requirements

Operating Expenditures	297,235	97,851	209,924	70.6%	359,925	121.1%
Debt Service	0	0	0			0.0%
Capital Outlay	7,542,563	829,990	1,688,823	22.4%	3,719,353	49.3%
Interfund Transfers	19,681	0	0	0.0%	0	0.0%
Intrafund Transfers	0	0	0		0	
Contingency	4,369,222					
Subtotal Current Expenditures	12,228,701	927,841	1,898,746	15.5%	4,079,278	33.4%
Unappropriated Balance	206,320		8,702,838		9,034,929	
Total Requirements	12,435,021		10,601,584		\$13,114,207	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	6,689,948		7,453,961		7,453,961	
Program Revenues	974,514	3,941	896,745	92.0%	929,245	95.4%
General Revenues	33,298	13,181	33,358	100.2%	48,304	145.1%
Transfers	2,193,368	377,127	1,486,875	67.8%	2,194,716	100.1%
Special Items	0	0	0		0	
Extraordinary Items	0	0	0		0	
Other Financing Sources	0	0	0		19,100	
Subtotal Current Revenues	3,201,180	394,249	2,416,978	75.5%	3,191,365	99.7%
Total Resources	9,891,128		9,870,939		10,645,326	

Requirements

Operating Expenditures	898,483	35,772	236,160	26.3%	702,486	78.2%
Debt Service	0	0	0		0	
Capital Outlay	5,081,063	745,416	1,410,063	27.8%	2,435,293	47.9%
Interfund Transfers	0	0	0		0	
Intrafund Transfers	0	0	0		0	
Contingency	3,911,582					
Subtotal Current Expenditures	9,891,128	781,188	1,646,223	16.6%	3,137,779	31.7%
Unappropriated Balance	0		8,224,716		7,507,546	
Total Requirements	9,891,128		9,870,939		\$10,645,326	

MERC Fund, as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	23,776,767		26,226,573		26,226,573	
Program Revenues	30,981,961	10,509,508	26,438,573	85.3%	33,498,790	108.1%
General Revenues	13,268,045	1,818,720	6,893,651	52.0%	13,768,045	103.8%
Transfers	2,768,633	12,501	37,503	1.4%	568,633	20.5%
Special Items	0	0	0		0	
Extraordinary Items	0	0	0		0	
Other Financing Sources	0	0	0		0	
Subtotal Current Revenues	47,018,639	12,340,728	33,369,727	71.0%	47,835,468	101.7%
Total Resources	70,795,406		59,596,300		74,062,041	
Requirements						
Operating Expenditures	41,745,120	9,042,534	28,753,813	68.9%	41,233,948	98.8%
Debt Service	0	0	0		0	
Capital Outlay	3,344,077	988,304	1,526,119	45.6%	2,844,077	85.0%
Interfund Transfers	4,806,913	785,748	3,540,866	73.7%	4,575,913	95.2%
Intrafund Transfers	0	0	0		0	
Contingency	8,001,724					
Subtotal Current Expenditures	57,897,834	10,816,586	33,820,797	58.4%	48,653,938	84.0%
Unappropriated Balance	12,897,572		25,775,503		25,408,103	
Total Requirements	70,795,406		59,596,300		\$74,062,041	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	24,615,569		\$ 26,357,848		26,357,848	
Program Revenues	32,244,985	9,443,509	25,335,153	78.6%	33,391,154	103.6%
General Revenues	11,409,231	2,259,300	6,391,279	56.0%	13,531,611	118.6%
Transfers	594,822		114,822	19.3%	594,822	100.0%
Special Items	0	0	0		0	
Extraordinary Items	0	0	0		0	
Other Financing Sources	0	0	0		0	
Subtotal Current Revenues	44,249,038	11,702,809	31,841,254	72.0%	47,517,587	107.4%
Total Resources	68,864,607		58,199,102		73,875,435	
Requirements						
Operating Expenditures	38,758,663	9,817,631	28,997,605	74.8%	39,467,408	101.8%
Debt Service	0	0	0		0	
Capital Outlay	3,116,366	199,845	1,272,559	40.8%	2,044,279	65.6%
Interfund Transfers	6,162,880	684,310	3,226,001	52.3%	6,137,175	99.6%
Intrafund Transfers	0	0	0		0	
Contingency	7,081,762					
Subtotal Current Expenditures	55,119,671	10,701,786	33,496,165	60.8%	47,648,862	86.4%
Unappropriated Balance	20,826,698		24,702,937		26,226,573	
Total Requirements	68,864,607		58,199,102		\$73,875,435	

Natural Areas Fund, as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	98,184,870		98,783,002		98,783,002	
Program Revenues	866,000	70,837	271,446	31.3%	271,447	31.3%
General Revenues	416,894	80,724	268,037	64.3%	395,132	94.8%
Transfers	19,681	0	0	0.0%	0	0.0%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	500,000	0.0%	500,000	0.0%
Subtotal Current Revenues	1,302,575	151,561	1,039,483	79.8%	1,166,579	89.6%
Total Resources	99,487,445		99,822,485		99,949,581	

Requirements

Operating Expenditures	13,739,938	1,856,299	4,974,841	36.2%	12,207,344	88.8%
Debt Service	0	0	0	0.0%	0	0.0%
Capital Outlay	31,437,760	2,039,322	8,863,138	28.2%	20,601,760	65.5%
Interfund Transfers	1,783,226	431,849	1,332,154	74.7%	0	74.7%
Intrafund Transfers	0	0	0	0.0%	0	0.0%
Contingency	25,000,000					
Subtotal Current Expenditures	71,960,924	4,327,470	15,170,134	21.1%	32,809,104	45.6%
Unappropriated Balance	27,526,521		84,652,351		67,140,477	
Total Requirements	99,487,445		99,822,485		\$99,949,581	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	36,715,000		36,469,224		36,469,224	
Program Revenues	866,000	9,823	307,581	35.5%	950,828	109.8%
General Revenues	183,575	29,641	80,298	43.7%	139,417	75.9%
Transfers	13,176	0	13,176	100.0%	13,176	100.0%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0	0.0%	90,015,894	0.0%
Subtotal Current Revenues	1,062,751	39,464	401,055	37.7%	91,119,314	8573.9%
Total Resources	37,777,751		36,870,280		127,588,539	

Requirements

Operating Expenditures	13,725,133	1,087,554	8,294,736	60.4%	11,026,441	80.3%
Debt Service	0	0	0	0.0%	0	0.0%
Capital Outlay	20,939,000	2,674,874	13,197,892	63.0%	16,261,986	77.7%
Interfund Transfers	1,780,005	362,546	1,164,522	65.4%	1,517,109	85.2%
Intrafund Transfers	0	0	0	0.0%	0	0.0%
Contingency	1,333,613					
Subtotal Current Expenditures	37,777,751	4,124,973	22,657,151	60.0%	28,805,537	76.3%
Unappropriated Balance	0		14,213,129		98,783,002	
Total Requirements	37,777,751		36,870,280		\$127,588,539	

Oregon Zoo Infrastructure and Animal Welfare Bond Fund, as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	78,374,866		77,630,727		77,630,727	
Program Revenues	0	0	0	0.0%	0	0.0%
General Revenues	225,000	70,410	236,793	105.2%	283,283	125.9%
Transfers	0	0	0	0.0%	0	0.0%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0	0.0%	0	0.0%
Subtotal Current Revenues	225,000	70,410	236,793	105.2%	283,283	125.9%
Total Resources	78,599,866		77,867,520		77,914,010	
Requirements						
Operating Expenditures	548,603	105,597	331,713	60.5%	465,787	84.9%
Debt Service	0	0	0	0.0%	0	0.0%
Capital Outlay	18,963,162	771,942	2,549,692	13.4%	9,654,356	50.9%
Interfund Transfers	292,677	72,939	219,745	75.1%	292,677	100.0%
Intrafund Transfers	0	0	0	0.0%	0	0.0%
Contingency	3,963,195					
Subtotal Current Expenditures	23,767,637	950,478	3,101,150	13.0%	10,412,820	43.8%
Unappropriated Balance	54,832,229		74,766,369		67,501,190	
Total Requirements	78,599,866		77,867,520		\$77,914,010	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	9,649,239		8,876,891		8,876,891	
Program Revenues	0	0	44	0.0%	66	0.0%
General Revenues	24,648	6,881	26,089	105.8%	32,364	131.3%
Transfers	3,735	0	3,735	100.0%	3,735	100.0%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	0	0.0%	75,705,459	0.0%
Subtotal Current Revenues	28,383	6,881	29,868	105.2%	75,741,623	266855.6%
Total Resources	9,677,622		8,906,759		84,618,514	
Requirements						
Operating Expenditures	628,075	141,209	475,198	75.7%	885,264	140.9%
Debt Service	0	0	0	0.0%	0	0.0%
Capital Outlay	6,432,825	578,096	4,230,251	65.8%	5,804,545	90.2%
Interfund Transfers	365,414	120,336	222,362	60.9%	297,978	81.5%
Intrafund Transfers	0	0	0	0.0%	0	0.0%
Contingency	2,251,308					
Subtotal Current Expenditures	9,677,622	839,640	4,927,811	50.9%	6,987,787	72.2%
Unappropriated Balance	0		3,978,948		77,630,727	
Total Requirements	9,677,622		8,906,759		\$84,618,514	

Risk Management Fund, as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	2,344,251		2,732,345		2,732,345	
Program Revenues	585,292	5,863	787,876	134.6%	837,900	143.2%
General Revenues	10,000	3,635	9,239	92.4%	14,000	140.0%
Transfers	1,591,592	270,652	1,320,945	83.0%	1,591,592	100.0%
Special Items	0	0	0		0	
Extraordinary Items	0	0	0		0	
Other Financing Sources	0	0	0		0	
Subtotal Current Revenues	2,186,884	280,150	2,118,060	96.9%	2,443,492	111.7%
Total Resources	4,531,135		4,850,405		5,175,837	

Requirements

Operating Expenditures	2,641,276	269,599	1,397,724	52.9%	1,929,600	73.1%
Debt Service	0	0	0		0	
Capital Outlay	0	0	0		0	
Interfund Transfers	295,207	73,803	221,409	75.0%	280,000	94.8%
Intrafund Transfers	0	0	0			
Contingency	500,000					
Subtotal Current Expenditures	3,436,483	343,402	1,619,133	47.1%	2,209,600	64.3%
Unappropriated Balance	1,094,652		3,231,272		2,966,237	
Total Requirements	4,531,135		4,850,405		\$5,175,837	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	2,364,250		2,629,579		2,629,579	
Program Revenues	627,807	3,791	5,220	0.8%	669,072	106.6%
General Revenues	25,000	4,454	12,367	49.5%	18,187	72.7%
Transfers	1,819,183	308,423	1,510,769	83.0%	1,818,311	100.0%
Special Items	0	0	0		0	
Extraordinary Items	0	0	0		0	
Other Financing Sources	0	0	0		0	
Subtotal Current Revenues	2,471,990	316,668	1,528,356	61.8%	2,505,571	101.4%
Total Resources	4,836,240		4,157,935		5,135,149	

Requirements

Operating Expenditures	2,815,266	203,004	1,111,727	39.5%	1,531,054	54.4%
Debt Service	0	0	0		0	
Capital Outlay	0	0	0		0	
Interfund Transfers	875,210	138,945	875,210	100.0%	871,750	99.6%
Intrafund Transfers	0	0	0		0	
Contingency	382,680					
Subtotal Current Expenditures	4,073,156	341,949	1,986,937	48.8%	2,402,804	59.0%
Unappropriated Balance	763,084		2,170,998		2,732,345	
Total Requirements	4,836,240		4,157,935		\$5,135,149	

Solid Waste Revenue Fund, as of March 31, 2013

FY 2012-13

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Projection	% Budget
Resources						
Beginning Fund Balance	40,199,273		39,731,933		39,731,933	
Program Revenues	60,743,758	12,411,675	39,645,528	65.3%	54,801,087	90.2%
General Revenues	197,749	37,330	100,165	50.7%	198,660	100.5%
Transfers	208,778	0	0	0.0%	208,778	100.0%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	0	200	0.0%	0	0.0%
Subtotal Current Revenues	61,150,285	12,449,005	39,745,893	65.0%	55,208,525	90.3%
Total Resources	101,349,558		79,477,826		94,940,458	
Requirements						
Operating Expenditures	52,796,867	11,424,862	31,789,868	60.2%	47,495,880	90.0%
Debt Service	0	0	0	0.0%	0	0.0%
Capital Outlay	5,361,781	111,825	578,303	10.8%	1,636,781	30.5%
Interfund Transfers	8,157,903	1,648,626	5,101,584	62.5%	8,187,903	100.4%
Intrafund Transfers	0	0	0	0.0%	0	0.0%
Contingency	15,105,279					0.0%
Subtotal Current Expenditures	81,421,830	13,185,314	37,469,755	46.0%	57,320,564	70.4%
Unappropriated Balance	19,927,728		42,008,071		37,619,894	
Total Requirements	101,349,558		79,477,826		\$94,940,458	

FY 2011-12

	Adopted Budget	Actuals 3rd Qtr	YTD Actuals	YTD % of Budget	June 30 Actuals	% Budget
Resources						
Beginning Fund Balance	39,914,107		42,792,555		42,792,555	
Program Revenues	54,686,255	12,058,969	37,973,783	69.4%	53,254,478	97.4%
General Revenues	196,526	62,291	165,363	84.1%	235,712	119.9%
Transfers	267,625	0	85,880	32.1%	257,744	96.3%
Special Items	0	0	0	0.0%	0	0.0%
Extraordinary Items	0	0	0	0.0%	0	0.0%
Other Financing Sources	0	2,500	2,950	0.0%	22,750	0.0%
Subtotal Current Revenues	55,150,406	12,123,760	38,227,976	69.3%	53,770,685	97.5%
Total Resources	95,064,513		81,020,532	85.2%	96,563,240	
Requirements						
Operating Expenditures	53,868,448	11,836,351	31,951,893	59.3%	47,522,223	88.2%
Debt Service	0	0	0	0.0%	0	0.0%
Capital Outlay	3,606,000	534,982	771,842	21.4%	1,588,721	44.1%
Interfund Transfers	7,798,880	1,500,572	6,012,409	77.1%	7,720,363	99.0%
Intrafund Transfers	0	0	0	0.0%	0	0.0%
Contingency	10,949,736					
Subtotal Current Expenditures	76,223,064	13,871,905	38,736,143	50.8%	56,831,307	74.6%
Unappropriated Balance	18,841,449		42,284,388		39,731,933	
Total Requirements	95,064,513		81,020,532		\$96,563,240	

APPENDIX B – Excise Tax Annual Forecast, as of March 31, 2013

Total Excise Tax Collections

7.5% Excise Tax

Facility/Function	FY 2012-13 Budget	Revised Annual Forecast	Difference	% Difference
Oregon Convention Center	1,295,334	1,402,199	106,865	8.25%
Expo Center	460,226	433,726	(26,500)	-5.76%
Planning Fund	14,675	7,646	(7,029)	-47.89%
SW Product Sales	170,250	159,141	(11,109)	-6.52%
Parks and MRC	284,701	262,590	(22,111)	-7.77%
Total	2,225,186	2,265,303	40,117	1.80%

Solid Waste Per Ton Excise Tax

	FY 2012-13 Budget	Revised Annual Forecast	Difference	% Difference
Solid Waste and Recycling Metro Facilities	5,494,968	4,808,097	(686,871)	-12.50%
Solid Waste and Recycling Non Metro Facilities	7,919,817	7,919,817	-	0.00%
Total Solid Waste Per Ton Excise Tax	13,414,785	12,727,914	(686,871)	-5.12%
Grand Total Excise Tax	15,639,971	14,993,217	(646,754)	-4.14%

Reserve for Future One Time Expenditures Balance

Solid Waste General by Code	11,851,103	11,851,103
Transfer to Res. for Future One Time Expenditures	1,563,682	876,811

Beginning Balance from FY 2011-12	\$ 1,087,575
Projected FY 2012-13 Contribution	\$ 876,811
Projected FY 2012-13 Spending*	\$ 1,100,000
Projected FY 2012-13 Ending Balance	\$ 864,386

Assumptions:

*Contribution from FY 2010-11 has been identified for General Fund streetcar assessment, expected to be billed in FY 2013-14. Estimated cost is \$500,000.

The FY 2012-13 adopted budget committed \$600,000 for one-time expenses: Nature in Neighborhoods Grants (\$200,000); Glendoveer upgrades (\$200,000) and sustainable upgrades for renewal and replacement (\$200,000).

APPENDIX C – Construction Excise Tax

Third quarter continues to be led by City of Portland

Construction excise tax collections for the third quarter, representing permit activity for January, February and March appear to reaffirm the positive collection trend in the aggregate. Receipts totaled \$544,700, the second best third quarter since the beginning. The third quarter was also only slightly behind this year's solid second quarter (\$554,300).

3rd Quarter history (rounded)		Annual Collections (rounded)	
FY2013	\$544,700	FY 2013 (to date)	1,619,749
FY2012	407,618	FY2012	1,765,000
FY 2011	365,592	FY2011	1,441,000
FY2010	318,747	FY2010	1,428,000
FY2009	356,900	FY2009	1,720,000
FY2008	516,188	FY2008	2,461,000
FY2007 (start-up)	564,503	FY2007 (start-up)	1,807,000

City of Portland off from record second quarter but continues to lead collections increase

Portland posted a 16 percent reduction over the record second quarter result, but it was a 54 percent increase over the third quarter last year. Washington County and Hillsboro continue to move in a positive direction, with both on pace to finish above last year's collection totals. Clackamas County jurisdictions remain comparatively flat on a year over year basis, with the exception of Wilsonville which should finish the year higher than 2011-12 collections. This seems to suggest that improvement is continuing to take hold in a good portion of the region, but not quite everywhere.

Cumulative collections

Cumulative collections since July 2006 are now \$12.2 million. As part of the legislation extending the tax, Metro began retaining 2.5 percent of the collected receipts above \$6.3 million to recover a portion of its costs in administering the program. To date Metro has collected \$148,000, \$62,000 of which has been used to offset a portion of costs for outside legal services.

Collections by jurisdiction

Cumulatively, the order of highest collections: Portland (41 percent), Hillsboro (11 percent), Washington County (8 percent), Wilsonville (6 percent), Beaverton (5 percent), and Happy Valley and Clackamas County (4 percent each).

Status of Community Development and Planning Grants funded by the Construction Excise Tax

A complete report on grant activity is provided in the second and fourth quarters.

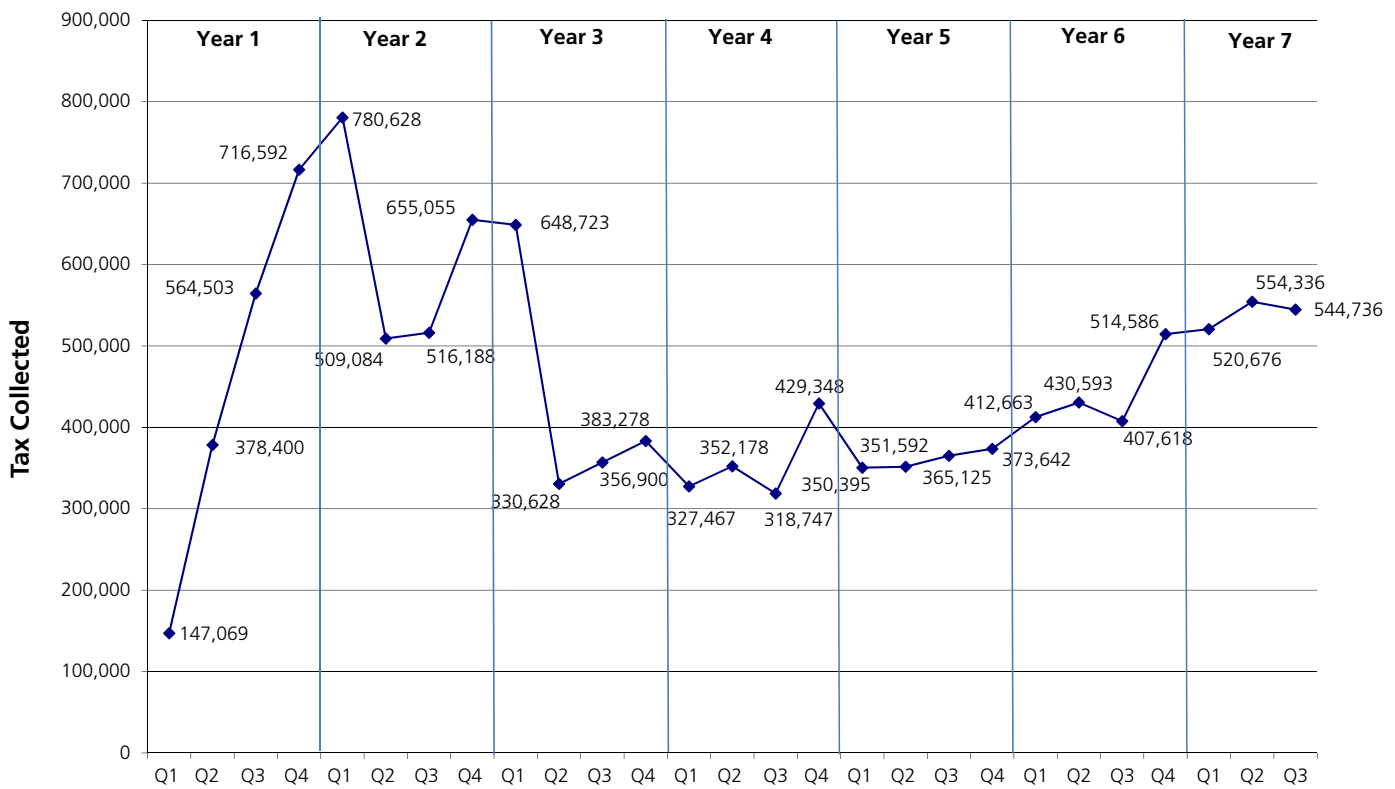
Charts provide additional detail

Following this report are charts detailing information about both collections and expenditures of Metro's Construction Excise tax.

Report available on Metro Website

Metro posts its Construction Excise tax reports on Metro's website www.oregonmetro.gov for participating jurisdictions and interested citizens.

Construction Excise Tax by Quarter – July 1, 2006 - March 31, 2013



CET quarter collections for FY 2012-13

	FY 2013				FY 2013
	Year 7				Year 7
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	YTD Total FY13
Beaverton	\$22,245.00	\$19,628.00	\$43,007.00		\$84,880.00
Clackamas Cnty	0.00	16,866.65	46,830.00		63,696.65
Cornelius	389.00	0.00	195.00		584.00
Durham	359.00	18,660.00	180.00		19,199.00
Fairview	429.78	0.00	777.48		1,207.26
Forest Grove	5,041.00	9,671.00	15,298.00		30,010.00
Gresham	11,622.69	13,028.16	18,841.47		43,492.32
Happy Valley	20,512.00	18,828.00	32,049.00		71,389.00
Hillsboro	45,343.75	73,059.02	55,846.30		174,249.07
King City	6,638.00	5,016.00	4,304.00		15,958.00
Lake Oswego	15,999.52	9,868.14	10,760.35		36,628.01
Milwaukie	827.94	2,528.12	705.20		4,061.26
Oregon City	29,803.38	17,336.84	0.00		47,140.22
Portland	209,998.00	251,228.00	210,646.00		671,872.00
Sherwood	0.00	6,816.00	0.00		6,816.00
Tigard	14,736.69	13,927.47	21,239.71		49,903.87
Troutdale	1,145.87	285.00	664.13		2,095.00
Tualatin	32,001.92	15,729.03	0.00		47,730.95
Washington Cnty	32,605.79	47,327.31	56,354.40		136,287.50
West Linn	6,874.20	6,738.78	5,527.75		19,140.73
Wilsonville	64,102.29	7,402.02	21,510.53		93,014.84
Wood Village	0.00	392.95	0.00		392.95
TOTAL	\$520,675.82	\$554,336.49	\$544,736.32		\$1,619,748.63

CET Cumulative totals by year

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013		
	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7		
	Total FY07	Total FY08	Total FY09	Total FY10	Total FY11	Total FY12	YTD Total FY13	Cumulative Total and Percent by jurisdiction	
Beaverton	\$61,219.00	\$115,220.00	\$102,927.00	\$100,198.00	\$86,537.00	\$88,108.00	\$84,880.00	\$639,089.00	5.2%
Clackamas Cnty	168,233.17	224,759.90	89,754.68	74,991.54	97,563.70	73,595.05	63,696.65	792,594.69	6.5%
Cornelius	9,978.00	9,251.00	954.00	14,382.00	852.00	1,534.00	584.00	37,535.00	0.3%
Durham	0	379.00	798.00	967.00	416.00	416.00	19,199.00	22,175.00	0.2%
Fairview	20,555.53	4,472.17	5,210.90	2,824.21	3,664.51	3,331.66	1,207.26	41,266.24	0.3%
Forest Grove	41,432.00	45,424.00	15,270.00	29,137.00	25,144.00	59,946.00	30,010.00	246,363.00	2.0%
Gresham	99,370.61	151,841.17	79,002.39	42,574.43	59,650.53	81,459.03	43,492.32	557,390.48	4.6%
Happy Valley	71,282.00	63,786.00	47,950.00	27,935.00	39,398.00	81,828.00	71,389.00	403,568.00	3.3%
Hillsboro	191,271.01	277,149.12	186,838.97	176,094.70	196,101.39	188,752.18	174,249.07	1,390,456.44	11.4%
King City	16,841.00	3,315.63	9,731.04	4,289.36	1,521.00	27,172.00	15,958.00	78,828.03	0.6%
Lake Oswego	49,731.54	57,914.80	38,662.53	32,190.17	55,926.76	47,895.07	36,628.01	318,948.88	2.6%
Milwaukie	10,107.24	6,412.37	8,627.75	3,574.72	11,117.88	4,213.21	4,061.26	48,114.43	0.4%
Oregon City	94,519.10	50,392.80	43,468.55	45,105.48	43,188.87	60,467.44	47,140.22	384,282.46	3.1%
Portland	508,950.00	918,491.00	743,200.00	564,526.00	508,835.00	662,917.00	671,872.00	4,578,791.00	37.4%
Sherwood	25,008.00	36,924.02	42,083.00	10,019.00	11,099.00	7,849.00	6,816.00	139,798.02	1.1%
Tigard	86,650.00	67,737.00	20,629.51	57,115.09	50,441.43	51,232.86	49,903.87	383,709.76	3.1%
Troutdale	19,689.91	12,032.62	34,587.58	10,869.12	3,524.28	8,625.26	2,095.00	91,423.77	0.7%
Tualatin	74,738.00	79,258.00	31,913.00	23,139.75	33,923.42	35,810.93	47,730.95	326,514.05	2.7%
Washington Cnty	155,795.34	222,808.32	152,753.10	143,689.83	119,824.93	140,354.55	136,287.50	1,071,513.57	8.8%
West Linn	36,305.39	37,401.81	31,040.94	32,129.63	39,719.29	39,642.45	19,140.73	235,380.24	1.9%
Wilsonville	59,258.44	72,334.54	29,931.59	30,988.59	51,630.21	98,954.87	93,014.84	436,113.08	3.6%
Wood Village	5,628.44	3,649.19	4,195.00	999.12	675.28	1,356.27	392.95	16,896.25	0.1%
TOTAL	\$1,806,563.72	\$2,460,954.46	\$1,719,529.53	\$1,427,739.74	\$1,440,754.48	\$1,765,460.83	\$1,619,748.63	\$12,240,751.39	100.0%



Agenda Item No. 3.0

**IMPLEMENTATION ACTIVITIES FOR
THE REGIONAL ACTIVE
TRANSPORTATION PLAN**

Metro Council Work Session
Tuesday, May 21, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 21, 2013 **TIME:** 2:45 p.m. **LENGTH:** 45 min

PRESENTATION TITLE: Implementation Activities for the Regional Active Transportation Plan

DEPARTMENT: Planning

PRESENTER(S): Lake McTighe, x1660, lake.mctighe@oregonmetro.gov

WORK SESSION PURPOSE & DESIRED OUTCOMES

- **Purpose:** Provide the Council with overview of activities identified to implement the policies, recommendations and projects of the Regional Active Transportation Plan (ATP). Identify, for Council, which activities are expected to be accomplished in the next year (FY 2013-14) and which are anticipated to be accomplished in subsequent years as part of the full Regional Transportation Plan (RTP) update or as additional resources are secured.
- **Outcome:** Council understands the activities that have been identified by staff and the Stakeholder Advisory Committee to implement the Regional Active Transportation Plan, and which can be implemented with current resources and which will be deferred. Council provides direction on highest priority implementation activities.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

A final draft of the Regional ATP will be completed by June 30, 2013. The ATP will amend the RTP and Regional Transportation Functional Plan (RTFP). The ATP will provide strategies for implementing the following elements of the plan, including:

- Maps of the recommended newly envisioned regional pedestrian and bicycle networks
- Updated functional classifications for the bicycle and pedestrian networks including a network of regional bicycle parkways, the highest functional class for bicycles
- Design guidelines for the regional network, for each functional class
- A project list prioritized by each county and the city of Portland to complete the network visions
- Policy recommendations in the RTP and the RTFP and principles for development of the regional network

Since the February 19 Metro Council work session, a recommended active transportation network has been identified, an approach to prioritizing projects has been identified and policy changes to the RTP and RTFP have been developed. A draft project list is being populated and prioritized for each county and the City of Portland.

Draft implementation activities identify ways in which Metro and partners can move the recommendations of ATP forward. **A proposed list of these activities is attached.**

Activities in the current work plan, for 2013-14, are focused on updating the RTP with ATP policies and vision networks. The recommended project list will be provided to local jurisdictions as they develop RTP project list changes for the 2014 update.

Additional activities that are not in the current work program are focused on building on the momentum created through Metro's support of active transportation initiatives of the last four years and rely heavily on participating and engaging directly with local jurisdictions as they develop their local transportation system plans and project lists.

Various elements of the ATP relate to and will be implemented through several Metro initiatives and projects.

- Regional Transportation Plan 2014 update – provides ATP policy changes, new concepts and maps; recommended project list will be available to local jurisdictions if they choose to add to the RTP. (Proposed updates to the Regional Transportation Functional Plan may be postponed to the 2018 update).
- Six Desired Outcomes – as they are implemented, ATP recommendations help the region achieve each desired outcome.
- Community Investment Initiative – ATP provides project priorities, information on the associated benefits of active transportation.
- Climate Smart Scenarios - Scenario C will utilize the recommended regional bicycle and pedestrian networks and implementation strategies.
- SW Corridor – will integrate regional bicycle parkway projects and design guidelines into project implementation.
- Powell-Division Transit Corridor – ATP provides background data on the corridor, design guidelines for bike and pedestrian; corridor project may provide opportunity to explore better design guidelines for transit and bicycle interaction.
- Trails Program (Sustainability Center)– ATP updates the regional trails map and helps set priorities for trail planning and implementation.
- Regional Data (Data Resource Center, Planning, Trails Program)– ATP updated pedestrian data and provides framework for future data collection and maintenance.

QUESTIONS FOR COUNCIL CONSIDERATION

1. Is it clear how the ATP will begin to be implemented in the next year?
2. Are there any questions about next steps to finalize the ATP, JPACT and Metro Council approval of the ATP, or amendment to the RTP?

PACKET MATERIALS

- Would legislation be required for Council action? *YES. The Metro Council will be asked to consider a resolution of support for the ATP in August. TPAC and JPACT will receive briefings on the project in June. JPACT will be asked to consider a recommendation of support for the ATP in July.*
- If yes, is draft legislation attached? *NO. Draft legislation will be available to the Metro Council prior to the June 25 work session.*
- What other materials are you presenting today? *ATP implementation activities for policies and projects, those that will be carried out during the next year and those that would provide additional implementation as resources become available.*

Regional Active Transportation Plan Implementation Activities

Recommended pedestrian and bicycle network visions, policies and projects that will help the region achieve its six desired outcomes and transportation goals and targets are included in the Regional Active Transportation Plan (ATP). The following implementation activities have been identified to implement the recommendations of the ATP.

A. Incorporation of the ATP policies and projects into the Regional Transportation Plan and the Regional Transportation Functional Plan during the 2014 update and into other regional projects

Included in post-adoption work plan, 2013-2014

1. Local jurisdictions can add recommended projects into the Regional Transportation Plan financially constrained or state project list.
2. Adopt updated pedestrian, bicycle and integrated active transportation maps, concepts, functional classes and design guidelines into the Regional Transportation Plan.
3. Incorporate language and policy changes into the Regional Transportation Plan.
4. Use regional pedestrian and bicycle networks in Climate Smart Communities Scenario C.
5. Integrate regional bicycle and pedestrian parkway projects and design guidelines into SW Corridor plan and utilize project priorities for Powell-Division Transit Project and Community Investment Initiative.
6. Local jurisdictions update TSPs with ATP recommendations.

Additional identified implementation activities not currently in work program

1. *Support local jurisdiction staff to add ATP recommended projects to the RTP and local project lists.*
2. *Communicate with Metro policy advisory committees and other stakeholder groups and interested parties on the proposed changes and recommendations in the ATP.*
3. *Further develop performance measures for tracking completion and performance of the transportation system to meet active transportation goals.*
4. *Adopt proposed policy/required action changes to the Regional Transportation Functional Plan.*

B. Communicate, advocate, participate and facilitate the implementation of the ATP with regional partners and through local plans, project lists and activities

Included in post-adoption work plan, 2013-2014

1. (No activities included in current work plan)

Additional identified implementation activities not currently in work program

1. *Support an ongoing regional active transportation forum, building on success of SAC.*
2. *Coordinate and develop partnership with ODOT Active Transportation Program.*
3. *Remain a participating partner in developing the Oregon Active Transportation Summit.*
4. *Participate in development of ODOT Bicycle and Pedestrian Plan.*
5. *Participate in local pedestrian and bicycle advisory committees.*
6. *Participate in local TSP updates to include ATP recommendations.*

C. Support best practices for implementing a regional active transportation network that is available for all ages and abilities and helps achieve desired regional outcomes

Included in post-adoption work plan, 2013-2014

1. (No activities included in current work plan)

Additional identified implementation activities not currently in work program

1. *Work with partners on update of ORS 366.514 Oregon's walking and bicycling bill to require roadway maintenance projects to bring roadways up to design standards for pedestrians and bicyclists.*
2. *Metro resolution supporting and recommending use of NACTO Urban Bikeway Design Guide.*
3. *Develop guidelines for transit and bicycle parkway interaction.*
4. *Develop guidelines for regional trails as transportation facilities.*
5. *Develop parking data collection to support local jurisdictions develop parking management plans and achieve economic development goal (Parking management is a key tool in increasing levels of walking and bicycling).*
6. *Develop and coordinate regional bicycle and pedestrian counting data collection program and support development of pedestrian and bicycling modeling tools.*
7. *Identify resources and partners to maintain and enhance regional bicycle and pedestrian facility data.*
8. *Participate in PORTAL technical advisory committee and coordinate with TRANS PORT.*
9. *Support continuing Metro's role in leading regional trail counting.*

D. Maintain existing levels of funding for active transportation, utilize existing funding effectively and efficiently, and partner on broader efforts to include active transportation in new funding initiatives

Included in post-adoption work plan, 2013-2014

1. Amend the MTIP process to provide for placement of conditions on funding for transportation improvements in the MTIP that require local governments to meet design standards for bicycle and pedestrian improvement and to include bicycle and pedestrian improvements in all roadway projects.

Additional identified implementation activities not currently in work program

1. *Partner with ODOT Active Transportation Program to maintain levels of funding for active transportation programs.*
2. *Develop a "Transit, Bicycle and Pedestrian Funding Guide" for partners.*
3. *Participate and coordinate with Community Investment Initiative to include regional bicycle and pedestrian priority infrastructure in package of improvements.*
4. *Coordinate and support active transportation elements of state transportation funding.*

Agenda Item No. 5.0

**CONSIDERATION OF THE CITY OF
PORTLAND WEST HAYDEN
ISLAND PLAN**

Metro Council Work Session
Tuesday, May 21, 2013
Metro, Council Chamber

METRO COUNCIL

Work Session Worksheet

PRESENTATION DATE: May 21, 2013 **TIME:** 3:35 p.m. **LENGTH:** 30 minutes

PRESENTATION TITLE: Consideration of the City of Portland West Hayden Island Plan

DEPARTMENT: Government Affairs and Policy Development

PRESENTER(S): Eric Engstrom, Portland Bureau of Planning and Sustainability and Andy Cotugno (andy.cotugno@oregonmetro.gov 503-797-1763)

WORK SESSION PURPOSE & DESIRED OUTCOMES

- Purpose: To review the West Hayden Island Plan recommended by the Portland Planning and Sustainability Commission to determine consistency with Metro policy related to the UGB and provision of adequate land supply for industrial purposes and Title 13 Nature in Neighborhoods
- Outcome: Provide input on a comment letter to the Planning and Sustainability Commission.

TOPIC BACKGROUND & FRAMING THE WORK SESSION DISCUSSION

The Hayden Island Advisory Committee completed their assignment in November 2012 to provide input into development of a plan for West Hayden Island and a staff recommended proposal was submitted to the Portland Planning and Sustainability Commission. The Planning and Sustainability Commission has now completed their deliberation and a revised proposal is under consideration for action within the next month or so (see attachment A for the schedule). The full revised plan can be accessed at the following site:

<http://www.portlandoregon.gov/bps/article/443208>

Included in the document is a full description of the history of Metro actions to bring the area into the UGB for deep water marine terminal construction and adoption through Title 13 as a Moderate Habitat Conservation Area. The plan described in the document includes an annexation, comprehensive plan amendment and zoning action proposed for adoption by the Portland City Council and an intergovernmental agreement spelling out financial obligations proposed for joint approval by the Portland City Council and the Port of Portland Commission. The plan concludes that the approximately 300 acre footprint for development of at least two marine terminals plus associated rail and road access is feasible. It further includes actions necessary to mitigate the loss of habitat to result in a net increase in ecosystem function and to mitigate impacts on the community on East Hayden Island.

The full summary of the plan elements and mitigation actions proposed by the Planning and Sustainability Commission is reflected in Attachment B. Of particular note are the underlined items that are the changes from the staff recommendation by the Planning and Sustainability Commission. In large part, the refinements are consistent with the staff proposal developed with input from the Hayden Island Advisory Committee which was reviewed with the Metro Council in 2012 for consistency with regional policy.

The mitigation plan is a substantial one and represents a cost that is likely greater than the amount that can be borne by the marine terminal development itself. As such, in recognition of the

significant economic development benefits of the marine terminal development, it will take the support of the City of Portland, the Port of Portland and Metro to seek other sources of federal, state, regional and local funds to assist in the development.

One item of particular note is the inclusion of a requirement to restore 200 acres of 100-year flood storage capacity in the historic Columbia River floodplain for a cost of \$18 million. When Metro adopted Title 3 regionwide establishing the requirement to balance fill of floodplains with corresponding cut to recreate floodplain (known as balanced cut and fill), it exempted West Hayden Island in recognition of the water dependent nature of the planned marine terminals and the highly regulated character of the Columbia River with dikes and dams. Other than flood storage, the other ecosystem functions displaced through the proposed development are fully mitigated.

QUESTIONS FOR COUNCIL CONSIDERATION

- Does the Metro Council want to comment on the proposed West Hayden Island Plan for consistency with regional policy on the need for urban land for deep water marine terminals and Titles 3 and 13?
- Does the Metro Council want to comment of the other aspects of the Plan, including provisions for meeting recreation needs and community impact mitigation.
- Is the Metro Council supportive of seeking other federal, state, regional and local funding sources to help defray the cost of mitigation?
- Does the Metro Council support imposing the requirement for balanced cut and fill despite the exemption granted when Title 3 was adopted?

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?
 - Attachment A – E-mail describing the schedule for consideration by the Portland Planning and Sustainability Commission
 - Attachment B – April 9, 2013 memo from Eric Engstrom to the Portland Planning and Sustainability Commission summarizing the West Hayden Island Plan

West Hayden Island Plan – Portland Planning and Sustainability Commission timeline

From: Ocken, Julie

Sent: Wednesday, May 08, 2013 12:37 PM

Subject: PSC meeting recap and upcoming date reminders
Commissioners,

Thank you for your time at last night's meeting. Below I've provided a brief recap of dates and expectations for us all over the next few weeks to make sure everyone is on the same page.

1. All ORAL testimony was closed as of the end of last night. There will be no further hearing about WHI at the PSC (at least at this time!).
2. The written record will remain open until EOB (5 p.m.) on May 14.
3. We will NOT have a meeting next Tuesday, May 14.
4. Instead of a meeting, PSC members should provide your comments, questions and proposed amendments (as best you can formulate) to staff by EOB on May 14. Please send those messages to Eric or me.
5. I will be completing last night's meeting minutes and uploading all the written testimony we received. I'll send you the draft minutes and link to the testimony (same as you already have) by the end of this week. I'll also upload any additional written testimony we receive before May 15 to this site for your review.
6. Staff will provide responses to PSC members' questions, public testimony and bureau comments in writing to the PSC on May 21. Staff will also provide a list of recommended amendments with this memo.
7. The next PSC meeting is May 28, 6-9 p.m. This will be a work session for the commission to discuss the items shared by staff. If timing seems appropriate, the PSC could make their recommendation at the end of this meeting as well.
8. Alternatively, a PSC recommendation could be worked on at the July 9 PSC meeting (June 11 is your retreat, and June 25 is currently scheduled for a few briefings, though those could be flip-flopped with the July 9 if absolutely necessary).

Finally, staff will meet with PSC officers tomorrow morning for a recap about last night and discussion of next steps. If there are items of note or updates that come from that meeting, that change this outline, I'll forward those messages to you tomorrow.

Thanks,
julie

Julie Ocken
City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Ave, Suite 7100
Portland, OR 97201
503-823-6041
www.portlandoregon.gov/bps



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MEMO

DATE: April 9, 2013
TO: Planning and Sustainability Commission
FROM: Eric Engstrom, BPS
CC: Susan Anderson and Joe Zehnder, BPS; Mike Rosen, BES
SUBJECT: West Hayden Island Proposal

In July 2010 the Portland City Council passed a resolution (No. 36805) directing the Bureau of Planning and Sustainability to develop a legislative proposal for the annexation of West Hayden Island to the City.

This document represents the third draft of proposals for the planning and annexation of West Hayden Island, in response to Council's resolution. In August 2012 the Bureau of Planning and Sustainability released the first draft Plan for Planning and Sustainability Commission (PSC) consideration. In November of 2012 a second draft was released, which responded to further input from the project Advisory Committee. The PSC held two public hearings in November 2012, and discussed the draft plan in a number of public work sessions in early 2013.

This third draft responds to initial direction from the PSC and will be the subject of an additional hearing on May 7, with a work session and possible vote expected on May 28. Upon receipt of a recommendation from the PSC, the City Council may consider the proposal.

This revised proposal includes several elements:

- Additions and amendments to the City's Comprehensive Plan and Transportation Systems Plan and related maps.
- Additions to the City's Zoning Code and Zoning Map.
- A draft Intergovernmental Agreement (IGA) between the Port of Portland and the City.

Incorporated into this proposal are a number of supporting reports, such as the Natural Resource Inventory, Economic, Social, Environmental, and Energy (ESEE) Analysis, Cost/Benefit Analysis, Harbor Lands Inventory, and Concept Plan Report. These documents are posted on the project website: <http://www.portlandoregon.gov/bps/WHI>

A summary of the proposal is attached.



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandoregon.gov/bps
1900 SW 4th Avenue, Suite 7100, Portland, OR 97201 | phone: 503-823-7700 | fax: 503-823-7800 | tty: 503-823-6868

Printed on 100% post-consumer waste recycled paper.

WHI Zoning and IGA Elements – April 9, 2013

This is an outline of the City proposal incorporating Planning and Sustainability Commission recommendations. The Port of Portland has not endorsed these terms.

New elements since the November 2012 draft are underlined.

A. Economic Prosperity

1. Zoning Heavy Industrial (IH) zone recommended on approximately 300 acres. Use of site limited to “Deep Water Marine Terminal”
2. Certainty Emphasis on agreement being contingent upon meeting certain milestones in the development process.
3. Business Plan Commitment to do multi-agency business plan in coordination with state and regional partners.
4. Local Hiring The Port will implement a “first source” agreement giving North Portland residents priority for jobs on WHI.

B. Recreational Amenities

1. Open Space 500+ acres of designated open space with public access to the beach and trails.
2. Trails Low impact improvements on WHI in conjunction with marine terminal development (trails, trailhead, non-motorized boat launch).
3. Neighborhood Park Park land acquisition (3 acres) in Hayden Island Neighborhood, east of railroad tracks. Port funding to make capital improvements. Parks construction timeline to coincide with marine terminal construction.

C. Environment, Sustainability

1. Permanent Protection Open space would have a natural area focus. An easement or covenant with third party that commits all parties to keeping the 500+ acres zoned open space in perpetuity.
2. Ownership City, State, or Metro to have the right of first refusal to purchase the open space zoned portion of the property in the future.
3. Forest Mitigation Port will re-establish or enhance more than 650 acres of cottonwood-ash forest on Government Island and WHI, with a net improvement of ecological function.
4. Shallow Water/Wetlands Shallow water habitat and wetlands mitigation evaluated through local land use review, in addition to state/federal permits.



- | | |
|--------------------------|---|
| 5. Meadowlark Habitat | \$1.5 million for grassland enhancement project to benefit Western Meadowlark. |
| 6. Floodplain Mitigation | <u>Port to implement actions that restore a 100-year flood event to at least 200 acres of land within the historic Columbia River floodplain.</u> |
| 7. Monitoring | <u>A 30-year monitoring period for forest mitigation, 10 for other mitigation (shallow water, wetland, grassland, floodplain).</u> |
| 8. Sustainability Policy | <u>Port sustainability policy (incorporated by reference) – governs construction, operations and green port practices.</u> |
| 9. Setbacks, Buffers | Special setbacks and buffers from river and between the open space and marine terminal. |
| 10. Measure 766 | <u>Clause affirming City and Port will not use Measure 766 process to bypass local regulatory procedures.</u> |
| 11. Tribal Consultation | <u>Tribal government consultation commitment.</u> |

D. Transportation Plans

- | | |
|----------------------------|--|
| 1. North Hayden Island Dr. | Reclassified and reconstructed to handle trucks, with multi-use path and buffering. |
| 2. Truck Cap | Number of heavy trucks using Hayden Island Drive to enter or exit the terminal gate house will be limited to 205 per day, <u>calculated as a monthly average, with an absolute maximum of 275 trips on any single day.</u> |
| 3. CRC Contingency | Contingency to renegotiate if CRC bridge not completed as planned. |
| 4. Freight Rail | Port and City will continue to advocate for several regional freight rail improvements. |

E. Other Community Benefits

- | | |
|-----------------------|---|
| 1. HIA | Commitment to complete a Health Impact Assessment (HIA), <u>timed to align with expected state/federal development permits.</u> |
| 2. Housing Conditions | \$3.6 million Manufactured Home Park Grant Fund, aimed at improving conditions in nearby manufactured home park (summarized in separate memo). <u>Implementation to coincide with completion of Health Impact Assessment.</u> |
| 3. Community Grant | \$1 million+ fund to mitigate for and offset other potential adverse effects on community. <u>Funding would be available after federal permit approval.</u> |



Materials following this page were distributed at the meeting.

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

AMENDMENT TO FY 2013-14 BUDGET

CENTER/SERVICE: Chief Operating Officer

DATE: 5/13/13

PREPARED BY : Kathy Rutkowski

Amendment to:	Purpose:	Status:	
Proposed Budget	Operating	Ongoing	
Approved Budget	Capital Project	One-time	
	Renewal & Replacement		

PROPOSED AMENDMENT: *General Fund Restorations from Fund Balance*

With the third quarter financial report, finance staff reviewed and revised revenue and expenditure projections for the General Fund through the remainder of the year. Based on this review an additional \$1,766,000 in uncommitted year end fund balance has been identified. This additional fund balance has been fueled by the start of a recovery in Glendoveer golf revenues, record attendance at the Zoo in the past few months and the recognition of higher underspending patterns. The Chief Operating Officer recommends the highest priority use for these funds is to refill the stabilization reserve to the required Council policy level and to provide additional funding to the Council Opportunity Account for next year. Following those restorations, the COO recommends a series of additional restorations or program enhancements recognizing the Council's program priorities for the coming year. The following is a list of all proposed restorations or enhancements. Actual line item changes will be determined following Council approval of any or all of these proposals.

Restoration or Enhancement Proposal	Department	Amount
<i>One-time or Limited Term Expenditures</i>		
1. Restore stabilization reserve to required Council policy level	Reserves	\$609,000
2. Enhance Council Opportunity Account	Reserves	\$100,000
3. Provide for year-one of Active Transportation Position (LD)	Planning & Development	\$135,000
4. Provide additional contribution to Zoo concert stage reserve	Oregon Zoo	\$200,000
5. Provide additional funding for ERP project implementation	Finance & Reg. Services	\$75,000
6. Provide for preliminary design and capital cost estimates for Glendoveer	Parks & Environ. Services	\$75,000
7. Add LD position in Development Center	Planning & Development	\$125,000
8. Sustainability upgrades for R&R projects	R&R	\$100,000
9. Audit of payroll systems	Human Resources	\$25,000
	Subtotal	\$1,444,000
<i>Potentially ongoing expenditures</i>		
10. Restore positions reduced to part-time in budget proposal		
Program Assistant II (increase 0.50 to 1.0 FTE)	Planning & Development	\$46,000
Investment Coordinator (increase 0.30 to 0.80 FTE)	Finance & Reg. Services	\$36,000
11. Restore position in Community Development Section	Planning & Development	\$130,000
12. Increase M&S in Information Services to allow for contracting for database administrator services	Information Services	\$25,000
13. Restore temporary employee line item in Auditor's Office	Metro Auditor	\$12,500
14. Restore internship program, closed captioning and travel budget in Council Office	Council Office	\$18,000
	Subtotal	\$267,500
	Total Expenditures	\$1,711,500

BUDGET DETAIL: Full line item changes to be determined following Council discussion and vote on proposal

Annexation Costs for WHI per PSC Terms**(City Estimates)**

March 15, 2013

Worley Parsons Concept

Terminal Operations (acres)	278.0
Dock (acres)	6.4
Total (acres)	284.4
Sq. ft.	12,388,464

Proposal Element	Cost per City estimates (2012\$)
Wetland + shallow water mit. (Federal State permits)	\$8.5 - 10.1M
Forest mitigation – Government Island (174 acres planting, 296 enhancement) + WHI (124 acres enhancement, 22 acres planting) + additional amount to reach 110% of function, amount based on proxy project	\$15M
Forest mitigation – placeholder to represent lease of GI – payment to Aviation Division	\$3M
Floodplain project based on BES scenario	\$18M
Grassland mitigation –grant to third party entity for Western Meadowlark conservation	\$1.5M
Transportation – Reconstruct NHID (Project is \$10-24M, estimate reflects assumption of how much Port may actually pay – local match on state/federal grant.)	\$2.425 - 9.7M
Community benefit grant (\$100k for first 10 years, upon annexation. Funded later – ongoing - by 50 cents per truck entering gatehouse, upon terminal opening)	\$1.4M
HIA follow up (\$95,000 to BPS + MCHD, plus set-aside to implement recommendations)	\$1.1M
Grant to a qualified housing organization to replace and weatherize older manufactured homes in park. One time grant (administered by Housing Bureau)	\$3.6 M
Open Space follow up planning	\$0.2 M
10 years of WHI recreation (trail) O&M	0.335 - \$1.0M
Purchase properties on Hayden Island for more active community park (2.7 acres+)	\$3 M
Capital improvements to the 2.7 acres	\$7.6M
10 years of O&M for 2.7 acre park	\$2.2M
TOTAL	\$67.86 - \$77.4

Note: Design, engineering, construction management, contingency are built into individual line items where applicable. Some amounts are fixed per IGA.

Cost per sq ft. = \$5.48– \$6.25 annexation only

Site Preparation	Cost per Worley Parsons
Site clearing and prep	\$.566M
Fill, excavation and erosion control	\$33.6M
Street access to the site	\$.45M
Roads within the site	\$3M
Water connections to the site	\$.1M
Sewer connections to the site (may be reduced significantly by building on-site system with DEQ outfall permit, separate from City system)	\$3M - \$5.9M
Power/electrical – off site only	\$.95M
Buffer	\$.32M
SUBTOTAL	\$41.99 - \$44.89
Design, engineering, construction management, contingency (38%)	\$15.96 - \$17.06M
TOTAL	\$57.95 - 61.95M

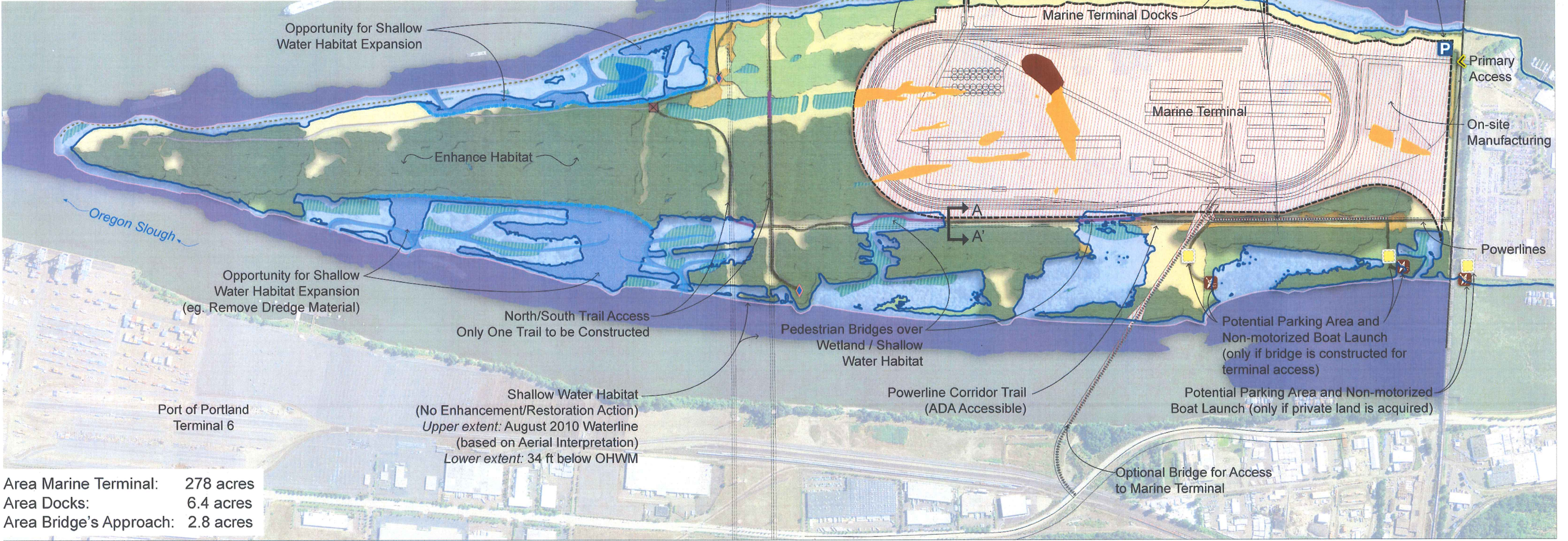
Cost per sq ft. = \$4.68 - \$5.00 – site preparation

Total per sq ft. = \$8.73 - \$9.77

Legend

- Ordinary High Water (approx. 20.4 ft NAVD88)
- Proposed OHWM
- Benson Pond
- Marine Terminal Boundary
- Overhead Utility Corridor
- Optional Bridge for Access to Marine Terminal
- Terminal Primary Access
- Impacts to Habitat
- Impacts to Port Mitigation Wetland
- Impacts to Wetland
- Opportunity for Shallow Water Habitat Expansion
- Enhanced/Restored Shallow Water Habitat
- Shallow Water Habitat (No Enhancement/Restoration Action)

- Enhanced/Restored Wetland Habitat
- Enhanced/Restored Forest Habitat
- Enhanced/Restored Woodland Habitat
- Enhanced/Restored Shrubland Habitat
- Enhanced/Restored Grassland Habitat
- Vegetated Buffer
- Major Trail (ADA 10-ft width, crushed rock)
- Pedestrian Bridge / Boardwalk
- Minor Trail (Seasonal Access)
- Maintenance Road (No Public Access)
- Gate (with Signage Discouraging Public Access)
- Recreation Trailhead (Parking 8-10 Spaces and Restrooms)
- Optional Secondary Recreation Trailhead and Non-Motorized Boat Launch (Maximum of 1 Location)
- Viewpoints



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

Final Base Concept Plan



**Authorization to Represent State, Local, or Special Government Body
on Trade-Promotion Mission; Fact-Finding Mission;
Economic Development Activity; or Negotiation
(Food Travel, Lodging Expenses Approved in Advance- exception (H))**

In accordance with ORS 244.020(5)(b)(H), the following public official: [Sam Chase-Metro Councilor; District 5] is hereby authorized to represent Metro/MERC in an official capacity;

and Metro/MERC hereby approves in advance, the receipt of reasonable expenses for food, travel, and lodging for the public official and his/her accompanying relative, household member, or staff member, for attendance at (*check one*):

☐ trade-promotion mission;
☒ fact-finding mission;
☐ economic development activity; OR
☐ negotiation;

as follows (*describe date and type of event*):

*Green Lane Project International Study Tour: World-Class Transportation in Action –
The Netherlands, June 2-8, 2013*

The Netherlands is the undisputed world leader in bicycle transportation. Established best practices for bicycle transportation planning, policy, design, and engineering developed in Dutch cities are currently being adapted by the most advanced bicycling cities in the United States — led by Green Lane Project focus cities — and around the world. The delegation of Green Lane Project city leaders will get the insider's perspective on the evolution of Dutch bicycle transportation practices and return home with fresh ideas and inspiration for improving the safety, convenience, and comfort of bicycling — and overall mobility — in their cities.

An \$1,800 scholarship covering the cost of lodging, meals, and course materials provided by the Green Lane Project to participant delegations from Portland, San Francisco, and Chicago.

Being approved by the Metro Council on May 21, 2013, the above activity is hereby officially sanctioned by Metro.

Metro Council President

Note: the Metro Councilor/MERC Commissioner are required to keep detailed accounting of the expenses paid and shall report same to the Ethics Commission as required by law.

Third Quarter Financial Report

Presented by Tim Collier, CPA Interim Director of Financial Services



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Third Quarter Financial Report

Overview

- Revenues are mixed
- Expenses are tracking historical trends
- Construction Excise Tax collections are on the rise



Third Quarter Financial Report- Cont.

Revenues- General

- The Good
 - Property tax collections above budget
 - Interest earnings above projections
 - Transient lodging tax collections are up
 - Venue enterprise revenues are up
- The Not so Good
 - SW excise taxes are down
 - Parks revenue lagging

Third Quarter Financial Report-Cont.

Expenses

- Tracking below budget- on track with prior year actuals
- Some adjustments necessary due to revenue increases



Third Quarter Financial Report- Cont

- General Excise Taxes
 - Facility Excise taxes on track
 - Solid Waste excise taxes below budget



Third Quarter Financial Report- Cont

Construction Excise Taxes

- Tax Collections on pace to be highest since 2008-09
- Second Highest total since start of program



Third Quarter Financial Report- Cont

Conclusion

- Revenues ahead of estimates
- Expenses under budget
- 2012-2013 projected ending fund balance higher than 2013-14 beginning fund balance in approved budget



Regional Active Transportation Plan (the “ATP”) Implementation Activities



Metro Council Work Session
May 21, 2013



Lake Strongheart McTighe
Senior Transportation Planner
www.oregonmetro.gov/activetransport



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Process to finalize/endorse

- May 23- receive input from public at Open House
- May- June - inform advisory committees
- June 25 - inform Council on final plan
- July - seek recommendation from advisory committees to endorse plan
- August – Council votes on endorsement
- 2014 RTP update – ATP amended to RTP

Active Transportation Vision

- ✓ Convenient and safe access to daily needs
- ✓ Vibrant communities
- ✓ Connected/safe networks
- ✓ Transportation choices
- ✓ Works for all ages and abilities
- ✓ Majority of the short trips made actively
- ✓ Children enjoy independence
- ✓ Elders aging in place & get around easily without a car
- ✓ Economic prosperity
- ✓ Lower household transportation costs
- ✓ Less congestion, less freight delay
- ✓ Clean air and water, reduced emissions
- ✓ Healthy, active lifestyles

What is at stake?

- Reducing pedestrian and bicycle crashes
- Reducing health care costs, fighting obesity
- Affordable transportation choices
- Reducing roadway congestion
- Providing access to daily needs
- Ensuring clean air and water
- Reducing green house gas emissions
- Supporting local economies and job growth
- Building vibrant communities

Current policies and plans...

- Have not yet achieved vision for all ages and abilities or all areas of the region
- Are not reaching targets for
 - mode share
 - safety
 - freight reliability
 - lowered congestion
 - Reduced vehicle miles traveled
 - Reduced green house gas emissions
 - Transportation affordability
 - access to daily needs by bicycle and foot

Current policies and plans..

- Capital investments in active transportation receive 3% of transportation funding, accounts for 18% of trips
- Are not realizing full benefits of complete and integrated networks
- Not realizing local community aspirations

ATP tools to achieve vision

1. Newly envisioned regional bicycle and pedestrian networks, integrated with transit
2. Principles & design guidelines
3. Updated data & analysis
4. New policies and requirements
5. Prioritized projects

Programmed activities follow up activities

A. Incorporate ATP policies and projects into plans (Adopt regionally)

1. Local jurisdictions can add projects
2. Adopt into RTP.
3. Use networks in CSC Scenario C.
4. Inform corridor projects.
5. Local jurisdictions update TSPs.

Programmed activities follow up activities

A. Advocate for implementation (Adopt locally)

1. No activities programmed in current work plan

Programmed activities follow up activities

A. Best practices (raise replicability, better results on the ground)

1. No activities programmed in current work plan

Programmed follow up activities

A. Maintain funding, seek new funding

1. Amend the MTIP process



West Hayden Island Annexation

Metro Council
May 21, 2013



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



Update on City of Portland annexation of West Hayden Island





Project Process



- 2008: City initiated project due to CRC and Hayden Island Plan, project scoping
- 2009: IGA with Port, Community Working Group
- 2010: Foundation Studies, Resolution 36805, Revised IGA, WHI AC formed, public involvement summit meeting
- 2011: WHI AC meetings, additional study scopes and consultant hiring, Concept Plan, open houses, Council briefing
- 2012: Additional studies completed (Cost/benefit, harbor lands inventory, natural resources, health report etc.), WHI AC meetings, open houses, PSC briefings, draft annexation proposal per Resolution 36805

Public Involvement & Input

- 22 Advisory Committee meetings
- 40 neighborhood group and homeowner association meetings
- 15 meetings with other interest groups
- 9 open houses and on-island open office hour days
- 12 Planning and Sustainability Commission meetings
- 20+ other public staff presentations, briefings, technical work sessions, tours, etc.

Resolution 36805 (July 2010)


- Directed BPS to develop a 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

West Hayden Island Health Analysis

November 2012

Multnomah County Health Department in collaboration with:
 Oregon Public Health Institute | <http://www.ophi.org>
 Upstream Public Health | <http://www.upstreampublichealth.org/>
 City of Portland Bureau of Planning and Sustainability
<http://www.portlandoregon.gov/bps>



99 W. 10th Avenue, Suite 400
 Eugene, OR 97401
 Phone: 541-687-0051
www.eohhs.com

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West Ha
 Econom
 Analysis

Preliminary

June 15, 2012

ECONOMICS
 222 SW Oak
 Suite 1
 Portland, Oregon 97205
 503-222-6860
www.econ.com

PUBLIC REVIEW DRAFT - June 2011
www.portlandonline.com/bps



PREPARED BY



ENTRIX, Inc.
 111 SW Columbia St.
 Suite 300
 Portland, OR 97201
 T 503-223-2429 • F 503-279-2342

Bonnie Gee Yosick
 Director and Policy Analyst

Bonnie Gee
 111 SW Columbia St.
 Suite 300
 Portland, OR 97201
 T 503-223-2429 • F 503-279-2342



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Vancouver & Portland Port Coordination

Introduction

In July 2010, the City Council passed a resolution directing the staff of the Bureau of Planning and Sustainability to develop a legislative proposal to potentially annex West Hayden Island into the City of Portland and develop zoning that may allow up to 800 acres for development of a marine terminal. As part of the resolution, the Council requested several additional studies to help them determine a policy decision for future development. One of the studies is an evaluation of opportunities for increased coordination with the Port of Vancouver.

The purpose of this memo is to evaluate existing coordination between the Port of Portland and the Port of Vancouver, and illustrate opportunities for greater coordination. This paper does not make a policy recommendation, but includes the following:

- Review background and structure of each of the Ports.
- Review port rules, composition, and existing coordination efforts.
- Look at opportunities for increased coordination, and identify barriers.
- Consider potential tools and mechanisms to increase coordination ranging from TGA's up to a joint authority.
- Review existing Joint Port Authorities within the U.S. and consider benefits and obstacles to formation and management.
- Outline process steps required to create a single Interstate Port Authority (including identifying government requirements, barriers, and logistics).

Any discussion of a single Interstate Port Authority is purely hypothetical, and is driven by the Portland City Council's interest in understanding the full range of coordination that is possible. There is no interest by port of state authorities, nor is there a proposal to form a joint port authority. Any attempt to form such an authority would require several additional steps including local, state (Oregon and Washington) and federal approvals as documented below.

Background of Ports

Brief History

Both the Port of Portland and the Port of Vancouver have a long agency history. The Port of Portland in its current form is the result of the merger of two agencies: the Port of Portland and the Portland Dock Commission (an agency formed by the City of Portland).

Port of Portland - The original Port of Portland was created in 1891 by the Oregon Legislature, to construct and permanently maintain a shipping channel from Portland along the Willamette and the Columbia out to the sea. The port's geographic responsibility transcended the boundaries of the city of Portland and influenced the health of the state, but was focused on the operation and maintenance of the shipping channel. State legislation gradually allowed an increase of the Port's responsibilities, which included expending and connecting Swan Island through the placement of fill and establishing and running Portland's airports. The Port also expended their real estate holdings and became more involved in development projects, especially those that supported their transportation mission. Increasing real estate holdings also provided alternate sources of revenue.

City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
 1100 SW 4th Avenue, Suite 1100, Portland, OR 97201 | phone 503-823-7700 | fax 503-823-7700 | tpy 503-823-6868



City of Portland, Oregon | Bureau of Planning and Sustainability | www.portlandonline.com/bps
 1100 SW 4th Avenue, Suite 1100, Portland, OR 97201 | phone 503-823-7700 | fax 503-823-7700 | tpy 503-823-6868



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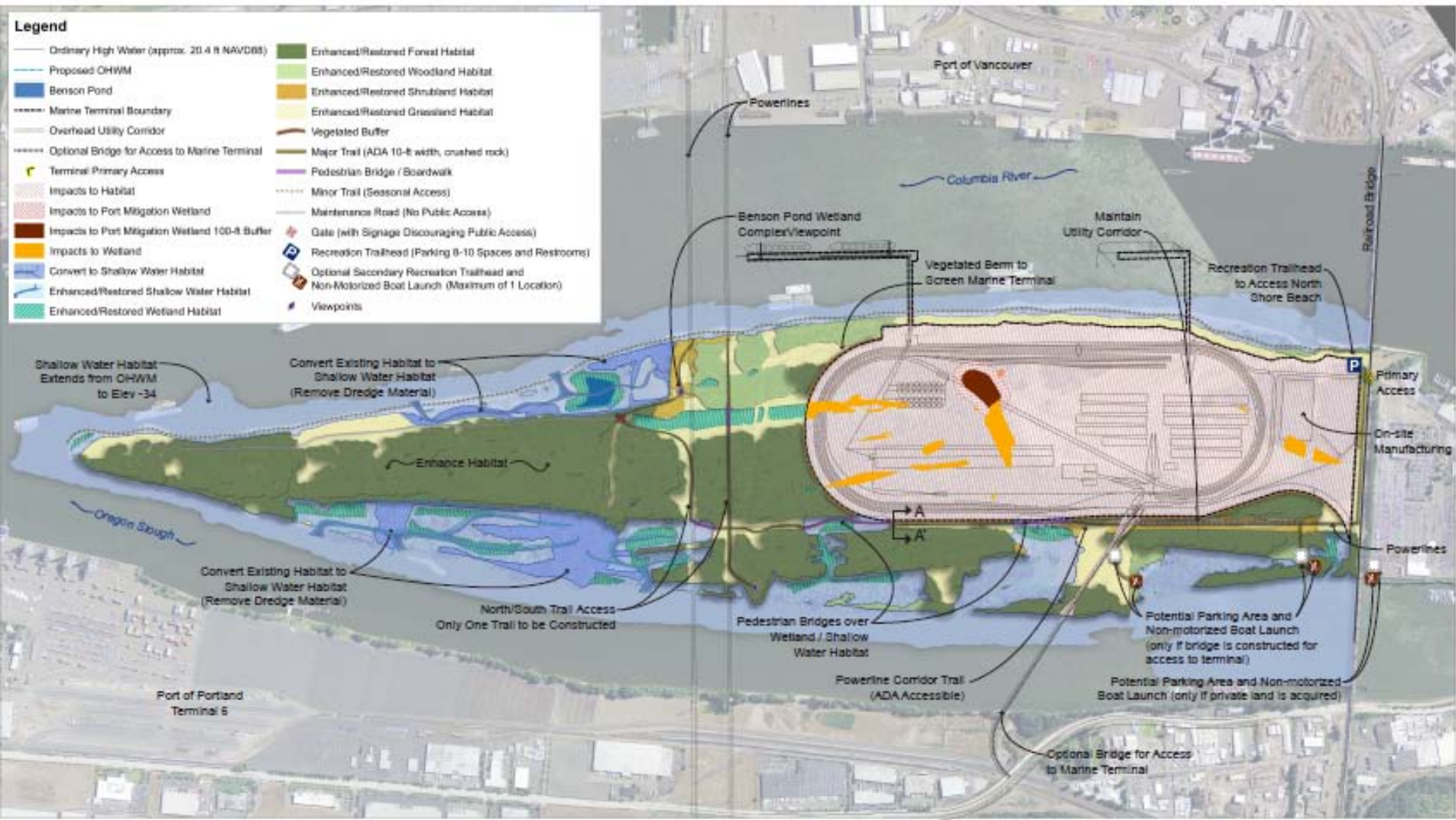
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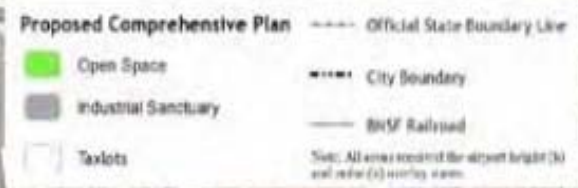
WHI Concept Plan



What will annexation include?

- 1) Zoning (Plan District to satisfy Title 13)
- 2) Comprehensive Plan Designations
- 3) Transportation Systems Plan Amendments
(+ corresponding RTP amendments)
- 4) Ordinance for Annexation
(including boundaries and legal description)
- 5) Intergovernmental Agreement
- 6) Technical Reports

DRAFT



[†]Health supported by National Natural Science Foundation of China (81273055).



City of Portland, Oregon
Charles Mass. Mayor - David Anderson, Director



UGB and Employment Land Supply

- Portland has acknowledged a shortfall of supply for Industrial employment land (629 acres).
- More than half of that gap is specific to waterfront industrial land.
- Possible strategy involves brownfield cleanup, superfund resolution, WHI, and solving freight infrastructure to make better use of existing land supply in the harbor (RTP projects).

BLI – Employment Capacity

